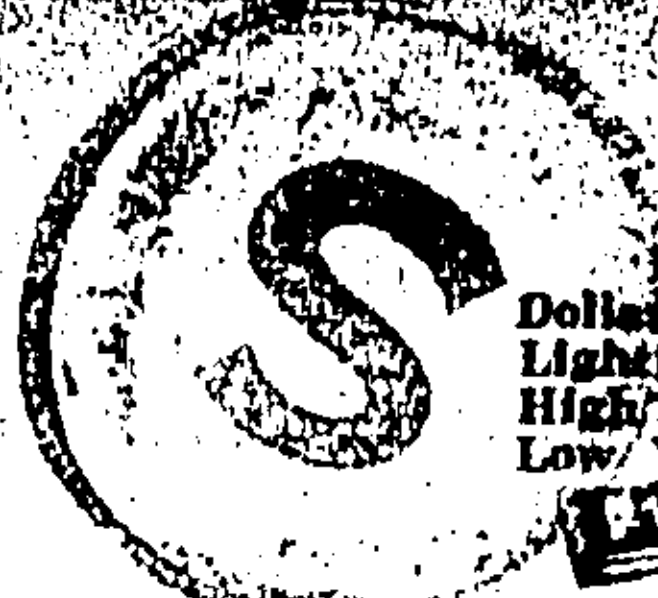


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FOUNDED 1861 六拜禮 號八廿月三英港香 SATURDAY, MARCH 28, 1931. H十初月二

STARTLING INCREASE IN POSTAL RATES.

20-CENT LETTERS VIA SIBERIA.

ALL RATES DOUBLED: SOME MORE.

FOUR-DAY WARNING

Somewhat startling increases in Hongkong's postal rates to places abroad, coming into effect on April 1st, are announced in to-day's Gazette, in the form of regulations made by the Governor-in-Council.

The most striking changes concern the rates of postage to the United Kingdom and British Possessions, which are raised to 12 cents for each ounce or part of an ounce if sent via Suez or the Pacific, and to 20 cents for the first ounce and 10 cents for each additional ounce if sent via Siberia.

The new rate for postage via Siberia represents an increase of 500 per cent. on the charge obtaining in July last year. It will be recalled that the standing rate prior to August 1st. last was four cents irrespective of route. On August 1, an increase to eight cents was ordered, also irrespective of route. The Suez route is now trebled.

20 Cents Elsewhere.

Postage to places in the Colony and to Macao and China Proper remain unchanged, but the rate to foreign countries generally becomes 20 cents for the first ounce and 10 cents for each additional ounce, as against 14 cents and 8 cents since August 1st. last, and 10 cents and 6 cents prior to that.

Nearly every other form of postal package, with the exception of parcels which were increased a few weeks ago, have been subject to review and the rates doubled.

Postcard Rates Doubled.

Postcards to places in the Colony require a two-cent stamp instead of one cent; postcards to the United Kingdom require eight cents instead of four; to Macao two cents instead of one; and the foreign countries generally eight cents instead of four. The rate to China for postcards, 2 cents, remain in unaltered isolation.

The postage on printed papers for any destination is to be 4 cents instead of two for every two ounces; the postage on commercial papers for any destination becomes twenty cents for the first ten ounces (minimum) and four cents for each additional four ounces; instead of a ten cents minimum and two cents rises for additional weights.

Samples require an 8-cent stamp for four ounces, and 4 cents for every additional two ounces, instead of four and two respectively.

Changed in Four Months.

The new class of postal packets, called "Small Packets" which was authorised for the first time in November last, four months ago, with the object of affording facilities for the transmission of small articles of merchandise in the letter mails, the rate then fixed being 32 cents for the first 8 ounces, and 8 cents for every additional two ounces, has been thus quickly subject to an increase, the new rate being 50 cents for the first 8 ounces, and 15 cents for each additional two ounces.

The registration fee becomes 20 cents as against 10 cents and the special insurance rate becomes 40 cents for each 300 gold francs of £12, or part thereof, as against 20 cents hitherto.

H. E. the Governor has appointed the following Committee to advise him regarding applications for authority to act as auditors in respect of Companies; other than China Companies, which keep their accounts in English:—The Hon. Colonial Treasurer, Mr. C. Bernard Brown, Mr. A. H. Ferguson, and Mr. John Fleming.

SMART ANSWER BY SUEZ CANAL CO.

REFUSAL TO REDUCE DUES ANY FURTHER.

A RECOMMENDATION.

Paris, Mar. 27. The Suez Canal Company has issued a statement to-day replying to the complaints against the height of its dues.

The statement says that the Company is not prepared, at least at the present time, to further reduce its dues, and points out, *inter alia*, that the dues were reduced in September last and that a further reduction would prejudice the interests of the Company and would scarcely benefit commercial shipping generally.

The Company is of the opinion that the British Government might assist British shipping using the Canal out of its dividends from the Company.

It will be recalled that the Council of the Mercantile Marine Service Association, the Shipping Committee of the Manchester Chamber of Commerce and an organisation of leading Liverpool business men have all made representations to the British Government recently urging a reduction to five gold francs per ton, and asking the Government as the largest individual shareholder to use its influence to bring about such a reduction.—*Reuter*.

VERDICT FOR JACK DEMPSEY.

GETS DECISION IN LEGAL ACTION.

New York, Mar. 27.

The Judge has dismissed the action by the Chicago Coliseum Company against Jack Dempsey for \$100,000 damages for alleged breach of contract in failing to meet Harry Wills before he lost his title to Tunney.—*Reuter's American Service*.

PERUVIAN FOREIGN DEBTS.

UNABLE TO PAY INTEREST IN FULL.

New York, Mar. 27.

The Peruvian Minister of Finance has informed Messrs. J. W. Seligman and the National City Bank of New York (the Peruvian Government's fiscal agents) that Peru will be unable to pay full interest charges on her foreign debt.—*Reuter's American Service*.

AERIAL TOUR OF RUSSIA.

TITLED ENGLISH LADY STARTS FLIGHT.

London, Mar. 27.

The Hon. Mrs. Edwin Montagu left London to-day on an aerial tour of Soviet Russia and Persia in a Gypsy Moth plane. She is accompanied by the amateur pilot, Mr. Rupert Bellville.—*Reuter*.

CHARLIE CHAPLIN DECORATED.

RECEIVES FRENCH HONOUR IN PARIS.

Paris, Mar. 27.

Charlie Chaplin was to-day decorated with the insignia of Chevalier of the Legion of Honour by M. Philippe Berthelot at the Quai d'Orsay.—*Reuter*.

KING'S PRIVATE SECRETARY.

LORD STAMFORDHAM NOT SO WELL.

London, Mar. 27.

Lord Stamfordham did not have a good night, and his condition is not quite so satisfactory to-day.—*British Wireless*.

INDIA CANARD GIVEN OFFICIAL DENIAL.

VICEROY ON THE SAFEGUARDS.

GOVERNMENT READY FOR SUGGESTIONS.

CONGRESS VOTES.

London, Mar. 27.

A newspaper story published in London to-day declaring that Mr. Wedgwood Benn, the Secretary of State for India, had sent a personal telegram to Mr. Gandhi was officially denied in London to-day.

Another statement published, declaring that in any future Round Table Conference, the constitutional safeguards would be regarded as being entirely open to discussion was described as a distortion of the true position.

Viceroy's Speech.

This was touched upon by the Viceroy, Lord Irwin, at a farewell banquet in his honour at New Delhi last night. Lord Irwin said that the safeguards suggested at the Round Table Conference had been subjected to some criticism and misunderstanding.

Indian opinion was surely not less anxious than any opinion in Great Britain, to see ample security provided where necessary for the good of India in the sphere of credit and finance. It was the considered view of His Majesty's Government that in the interest of India it was imperative to provide effective safeguards for the maintenance of financial stability and for the protection of India's credit.

Government Attitude.

The Government had reached the conclusion that to secure this purpose, the financial safeguards discussed at the Round Table Conference were essential.

If, however, in the course of further constitutional discussions, any of those participating in them desired to suggest other financial safeguards, the Government, in accordance with the terms of the statement issued on March 5th by the Governor-General-in-Council, would not wish to limit their right to do so and would be prepared to give such suggestions careful consideration.

Acceptance by the Government of such alternative suggestions, would depend on the ability of those proposing them to convince the Government that they would be equally effective for the purpose described.

Lord Irwin added only a shallow critic would undervalue the powerful and promising framework which the Round Table Conference had prepared.

Congress Decisions.

The All-India Congress Committee has endorsed the resolution passed by the Working Committee expressing admiration at the spirit of Bhagat Singh and his comrades, but dissociating the Congress Party from political violence.

The resolution passed by the Working Committee endorsing the Irwin-Gandhi Agreement, reaffirming that its goal is independence, demanding complete control of the army, foreign affairs, finance, and fiscal policy, and appointing Gandhi as head of the Congress delegation, to the Round Table Conference, was postponed for further consideration.

Truce Temporary.

Mr. Vallabhai Patel, the President-Elect of Congress, from the chair, said that the Delhi Truce was merely temporary. The fight was only suspended, not abandoned.

Gandhi, in a speech on the tragic events at Cawnpore and Mirzapur, exhorted the Committee to take immediate steps to eradicate the causes of such evils.—*Reuter*.

Cawnpore Orgy.

After the orgy of communal rioting, public confidence is gradually returning. In consequence of the fact that military are patrolling the streets, a few Delhi residents have been seen to leave their homes.

Spain Again in Ferment.

Cryptic Statement by Republicans.

FIERY ATTACKS.

Madrid, Mar. 27.

Signs of political ferment in Spain, particularly in Madrid and storm centres like Barcelona, are again arising although they can hardly be regarded as having been stilled at any time in the past two months.

The streets of Madrid to-night were again heavily patrolled by police, with the military standing by in readiness.

The growing unrest is the result of rumours of another military dictatorship, although the immediate cause of the excitement is the credit of \$12,000,000 granted to the Spanish Government as the result of negotiations between the Minister of Finance and American and foreign bankers, the loan being connected with the Government's scheme to stabilise the peseta.

The Republican leaders, Sanchez and Bergamin, are believed to be launching a fiery attack on the Government regarding this loan, and, simultaneously, on the elderly General Bertramo, who was President of the recent court-martial.

The Republican leaders have issued a long, cryptic statement, declaring that Spain is determined not to tolerate another Dictatorship. The statement has caused widespread speculation as to what is behind it.—*Reuter*.

CONSERVATION OF SAND.

FEWER PERMITS FOR REMOVAL.

It is notified by the Colonial Secretary for the information of architects, building-contractors, owners of house-property and building land, and others concerned, that observation of the Crown foreshores in the Colony tends to the conclusion that the sandy beaches from which sand has been removed under Government permits do not recuperate to any appreciable extent, and that sand in the Colony must be more carefully conserved. Furthermore, extensive requirements for water and other public works, both at the present time and in the years to come, must be provided for and foreseen.

It is not at present proposed to withdraw or refuse permits to take sand in proper cases, but all applications for permits will require careful consideration.

LONDON TALKS TO BUENOS AIRES.

MESSAGE HEARD AT TRADE EXHIBITION.

London, Mar. 27.

Mr. Gillett, Minister of the Department of Overseas Trade, had a successful telephone conversation this afternoon between London and Buenos Aires with Sir Herbert Gibson and Sir Burton Chadwick at the British Trade Exhibition.

Sir Herbert was able to tell him that 300,000 people had already visited the Exhibition and that his message of congratulation on behalf of the British Government had been heard perfectly at the official luncheon to-day.—*British Wireless*.

MR. HENDERSON BACK FROM PARIS.

NOTHING MORE TO SAY ON CUSTOMS UNION.

London, Mar. 27.

Mr. Arthur Henderson, Foreign Secretary, arrived in London from Paris to-day. He had nothing to add as regard the proposed Austro-German Customs Union to what he said yesterday.—*British Wireless*.

been busy, assailed. Meanwhile, the dispersed army is threatened with starvation.

ARNOLD BENNETT DIES A TYPHOID VICTIM.

FAMOUS NOVELIST & PLAYWRIGHT.

LOVER OF LUXURY AND GOOD THINGS.

PROLIFIC AUTHOR.

London, Mar. 27.

Mr. Arnold Bennett, the famous novelist and playwright, who has been suffering from typhoid fever, died to-day at his Essex home in his 64th year.

One of the most versatile writers of his generation, the author of "The Grand Babylon Hotel" as well as of "Riceyman Steps," Arnold Bennett was born at Shelton, in the heart of the Potteries, and was educated at Newcastle-under-Lyme and London University.

He entered the office of his father, a solicitor at the age of eighteen, but he abandoned Hanley in 1889, going to London where he worked in a solicitor's office at £200 a year.

Before he left Hanley he had contributed to the local paper and while still engaged in legal work he did free lance journalism, won a prize for a story and had another accepted by the "Yellow Book."

First Editorship.

He answered an advertisement for a sub-editor for the weekly paper "Woman" and was appointed to the post, which occupied him about 3 days a week and brought him £150 a year. Three years later he became editor and reduced everything to so perfect a system that he contrived to have 5 afternoons a week to himself and to write 2,000 words a day in face of all obstacles. He contributed to the "Academy" and was a dramatic critic, a reviewer and a publisher's reader.

His output up to 1899 included "The Gates of Wrath," "Polite Fancies," "Love and Life," "The Truth about an Author," "Fame and Fiction," "A Man from the North" and "Journalism for Women." When he first went to London, he had a serious impediment in his speech, but by sheer will-power he reduced it to a slight stammer.

"Five Towns" Series.

In 1900 he gave up journalism and went to live in France where he remained for nearly 8 years and became a prolific writer of books, especially novels dealing with the life of his native district. "The Five Towns" early examples of which were "Anna of the Five Towns" (1902) and "The Grim Smile of the Five Towns" (1907). In 1908 he established his reputation with "The Old Wives' Tale" followed by the "Clayhanger" series of which are "Hilda Lessways" and "These Twain." He was also successful with other types of fiction, sentimental, humorous and ironical of which "The Grand Babylon Hotel," "The Card," "The Regent," "Buried Alive," "Sacred and Profane Love" (later dramatised), "The Lion's Share," "Mr. Prohack" and "The Pretty Lady" are examples.

Bennett's Gospel.

Bennett has set forth his gospel as follows:—"The novelist is he who, having seen life and being so excited by it that he absolutely chooses narrative fiction as the liveliest vehicle for the relief of his feelings." He certainly interested himself in an incredible number of things and people. Although he could not do with the larger world, it is on his "Five Towns" stories that his reputation rests. He had the faculty not only of examining his characters under the microscope but of putting himself inside them and realising how their lives appear to themselves. His characters therefore never seem to be the helpless victims of their environment. Concerned with the practical rather than the theory of life, he does not condemn and his situations, for the most part, are not far removed from the actual.

[The comparative scarcity of Spring poets this year has been remarked upon.]

How can I sing of sunsets, when I seldom see the sun, Or try to write of starry skies Except it be in fun?

And as for landscape vistas, they are dissolved in mist; There's not much in a blighted rose

Which daily fog has kissed. My lady fair, my last resort, Has failed my rhyming too; I won't say I don't love her, but She's gone and caught the flu!

The majority of the reading so public will probably lose interest in Anschluss when they find that yard it is not a new brand of beer.

The prohibition issue is again should be with a crystal vision to the fore. It is altogether a set-up, for, most likely, rum, brandy, etc.

Bulls and Inners

From the Office Butts.

We overheard a lady remark the other day that she felt sure she could assist her husband's income by dog-breeding. Suppose she desires to live on the Peak in ease!

By the same token, its something to be sure of one's chow these days.

A worried Kowloon parent wants to know:—"What shall I make my young son?" May we suggest work?

Financial Note:—One way of making money circulate is to slip a ten-dollar note in a revolving door.

Revised Version:—A slight inclination of the cranium is as adequate as a spasmodic movement of the eyelid to an equine quadruped devoid of its visionary capacity.

Things are bucking up in Hongkong. A local Company has just declared a dividend of ten cents. Think of what that means in sterling!

One good thing about currency deflation, it affects lots of head that way, too.

The arrival of two tourist ships in Hongkong in one week suggests either that the American tourists for travel or travels for-thirst.

With the King's Theatre soon to open, Hongkong is certainly getting a movie on.

A reader wants to know why Scottish people always refer to their porridge as "them." Possibly as miles an hour when it turned is, we understand, always spoken first!

American tourist after watching a local angler at work:—"Guess if they bite here, they only bite each other!"

An American automobile manufacturer is equipping a special touring model with camping implements. It will therefore be easy to distinguish it from British cars by the axle sent!

An anthropologist claims that Adam was Chinese. This may explain why his descendants are so prone to fight one another.

It would appear that the chief difficulty which the Automobile Association has in providing covered parking spaces is the overhead cost.

The best way to dispose of olive stones is to eat the stuffed variety.

The visitor who recently observed that the East has far too many clubs, overlooked the fact that without them, many a married man would be homeless.

[The comparative scarcity of Spring poets this year has been remarked upon.]

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Secretary (young and pretty): Your little girl wants to kiss you over the phone.
Business Manager (absent-mindedly): Take the message. I'll get it from you later.

Maybe it's a good omen that the Currency Commission is arriving here on March 31st, and not a day later.

Isn't it about time we again heard that China is going on a gold basis?

A news item says American wheat prices are the lowest for thirty-six years. To the farmer, this must go against the grain.

The only voice some men have in furnishing the home is the invoice.

"Japan's Diet Extended," says newspaper heading. Anti-banties!

In the Lima mutiny the rebels certainly got beans.

It is proposed to appoint women police in Shanghai. Amazons!

Here's to the days that are sunny and hot; With launches and swimming, and then the odd spot.

Here's to our beaches neath silvery moon, With the twang of the "Uke" (or is it called croon?)

Here's to the picnics with sand in the chow;

Here's to the fun on the raft boys, and How!

Here's to the summer, the one thing at least, That can be relied on out here in the East.

Currency Report:—A considerable volume of selling during the past week has caused increased activity in buying. An upward movement is anticipated in the near future on account of warmer weather, although liquid assets will probably go down, mainly in bars.

A dapper young man of Hongkong In his bath used to burst into song.

The tears in his eyes, Were from soap—otherwise, We'd have thought his bank balance all wrong!

Possibly the tailor who supplies ladies with samples of material does so on the principle that if you give a woman an inch, she'll take a yard.

A reader wants to know what he should do with a crystal vision to the fore. It is altogether a set-up, for, most likely, rum, brandy, etc.

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**PUBLIC WORKS
REVIEWED.**

**ANNUAL DINNER OF INSTITUTE
OF ENGINEERS.**

GOVERNOR'S SPEECH.

Speaking at the annual dinner of the Institution of Engineers and Shipbuilders of Hongkong last night, His Excellency the Governor, Sir William Peel, reviewed the public works just completed, now in progress and contemplated, and paid a tribute to the work that engineers had accomplished in Hongkong.

Mr. R. M. Dyer, (President) declared that the past decade had been marked by a greater progress in engineering and shipbuilding than in 60 years previously.

Mr. Dyer said:—
Your Excellencies and Gentlemen—As President of this Institute, the honour falls to me to welcome you all here to-night, more particularly our Hon. President, H. E. Sir William Peel on his first visit to these premises. By reason of his early training our Hon. President is well able to appreciate the difficulties which beset the way and make difficult the path of those engaged in applied science, and I am sure he will always be sympathetic with us in these somewhat trying times.

It has been said that the way to success is to hitch your wagon to a lucky star, but at the moment one is almost inclined to agree with the present Chancellor of Edinburgh University, the inventor of the modern ferry, when he said in his address to the students the other day, that in the prevailing gloom which seems to permeate everything, it was difficult to discern any stars and there were very few wagons. From an engineering point of view this seems at present to be literally correct. By engineering, I do not mean those who are engaged in serving us with the power which drives our machinery or lights our workshops, or those who ferry us safely across the harbour, or even those who skillfully eject milk from the Dairy Farm cows; much and all as we admire them for their very efficient services; but to the perhaps less fortunate people who are engaged in actual constructive or productive work.

Progressive 10 Years.

The past 10 years has been to most of them a somewhat retrograde period. If the actual not making of money can be called retrograde, but during that period more actual progress has been made by engineering and shipbuilding than in the 50 years previously. To meet the demand for greater economy from our principal client the shipowner, many firms have spent a great deal of time and money in costly experimental work, entailing financial losses with the resulting disappointing balance sheets, but a great deal has been achieved.

The baby of marine propulsion, the Diesel engine, invented about 40 years ago by that eminent German engineer whose name it bears, has grown to vast dimensions, and has long passed the experimental stage, is recognized as a reliable and economical prime mover and is installed in an ever growing proportion of the world's merchant marine of all sizes and powers. The electricians have supplied us with electric drive which has given satisfactory results in some of our largest mail boats; and I am pleased to see that there is still a good kick left in that favourite medium we were all brought up in, Old Father Steam.

The old steam reciprocating engine in conjunction with the exhaust turbine is now an economical commercial proposition, and next week we will have the "Fride of the Pacific" in the harbour, a vessel which generates high pressure superheated steam in her water-tube boilers burning oil fuel, propelled by geared turbine engines, with a resultant consumption of oil which is almost equal to the Diesel engine. A truly surprising result, which makes some of us agree with the famous remark made by that

QUEEN'S
COMMENCING TUESDAY



eminent Board of Trade Engineer, Mr. Macfarlane Gray, who closed a discussion by prophesying that when the last trump etc. was blown, it would be blown with steam.

Naval Improvements.

"In my own particular trade naval architecture, I am glad to say that those lineal descendants of Noah have at last woken up and have done a great deal to improve the form of vessels, particularly with regard to propeller and rudder design.

Gentlemen, it is a matter of 21 years since as a newcomer I had the honour to address you as President. In that time you have achieved a lot, though a great deal more still has to be done. Your docks, wharves, workshops and godowns which I consider the backbone of the existence of Hongkong have been made larger and improved out of all recognition. The ships built in Hongkong of every size and type, propelled by the various types of machinery I have outlined, are to be found in the seven seas, and are as good, there are so many Scotsmen present that I dare not use a stronger adjective, as those built on my native River Clyde.

I have not the slightest doubt that when the clouds roll by and the stars begin to shine again, your wagons will be ready and in common with your professional brethren in other parts of the world you will meet with your share of an overdue but very proper reward.

May I ask you to join with me in a toast of welcome to our respected Honorary President, H. E. Sir William Peel.

Governor Replies.

Sir William Peel said:—
Mr. Dyer, Your Excellencies and Gentlemen—I have to confess that I have looked forward with some fear and trembling to this dinner to-night. Soon after I arrived in the Colony, I was told that it was one of the most important functions of the year, at which epoch making speeches were expected. I am afraid that expectation, so far as I am concerned, will not be realised. Like many of you, I spent more time on the mathematical and scientific side, and therefore lay no claim to the polished periods of the classical orator.

Hitherto I had regarded members of the engineering profession as silent men, men of action, rather than of words; and I had always wondered which was the cause, and which the effect—whether there were so many Scotchmen in the profession because it was a silent one, or whether it was so many Scotchmen in it! It is a great profession, and covers a large field, which is growing larger daily. It provides the framework of what we may call the artificial world, as contrasted with the natural: at the same time, it supplements nature and also harnesses her for its purposes.

When I arrived in Hongkong last year, I was greatly struck by the engineering feats that had been performed. Fine roads had been constructed along very difficult trances, sites had been prepared and houses built in most difficult positions, while large reclamations had been carried out with great skill. They say that

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**TO-NIGHT
ONLY!**

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BERLIN, Lokal Anzeiger:
"That instrument is destined to enrich the whole world."

ROME, Il Tevere:
"A new invention in our century."

VIENNA, Wiener Neueste Nachrichten:
"The most utilisable instrument for artistic and musical purposes."

BRUSSELS, La Nation Belge:
"Sound of a superhuman purity belongs to a world, whose existence or extent we have not so far been able to suspect."

NEW YORK, New York Times:
"...there was long sustained applause for the performer. He had given indeed, a remarkable exhibition of skill."

The MARTENOT instrument is a recent development in the art of music, enabling you to play beautiful music by purely electrical means.

This ago, grown accustomed to wonders, gasps at the miracle of MARTENOT. For the first time in musical history, here is an instrument without strings, hammers, reed, bow, rolls, and can be played by anyone without excessive practice, even without the facility to "read notes."

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THE SHANGHAI TIMES:
It was like a dream to watch his graceful hands draw "music from the air" and hear the plaintive tones of the flute, resounding calls from horns, and echoes replying—trumpets that blazed forth like shouts of joy.

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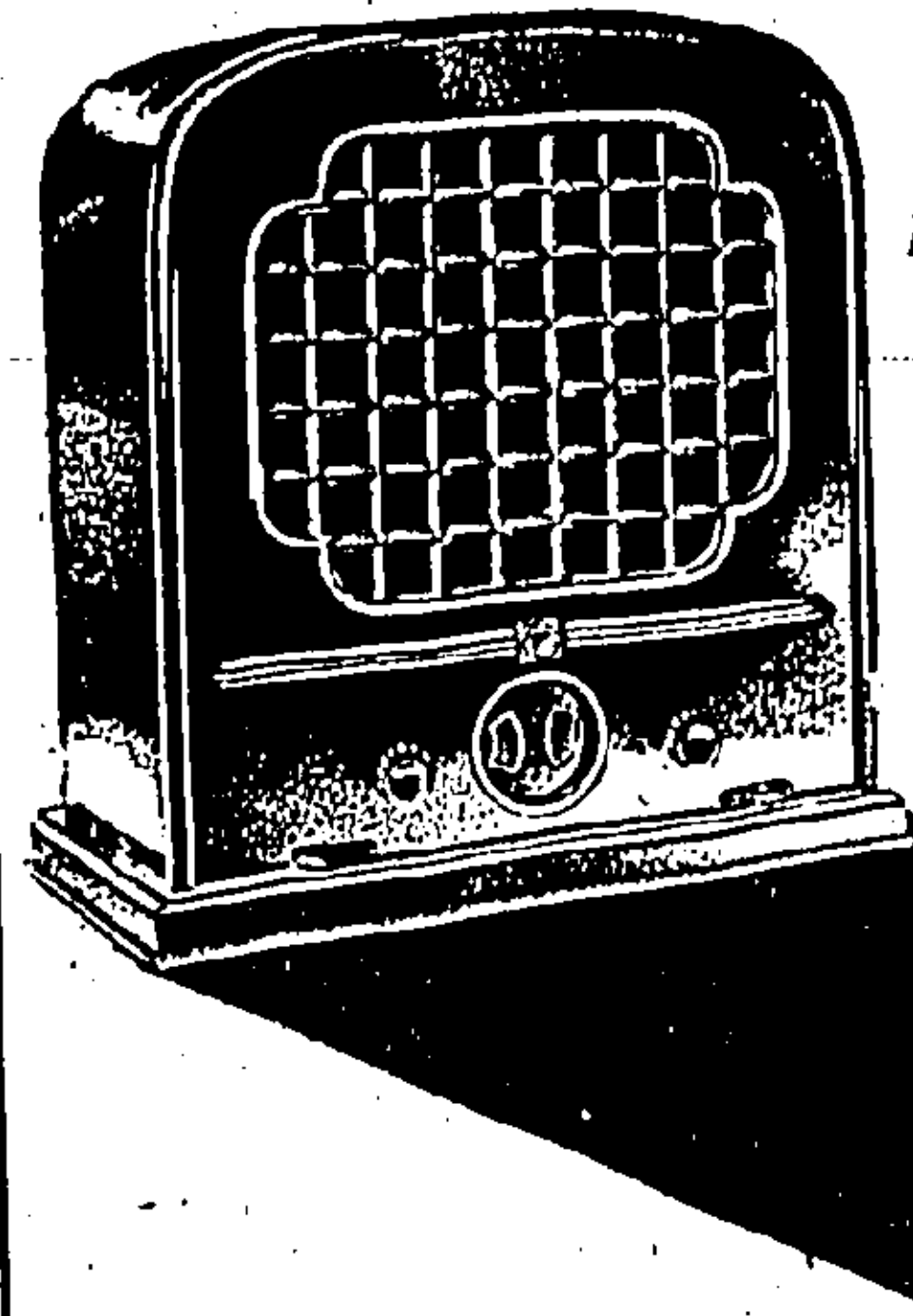
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Swatow... GERR. ROESE



TYPE T33 WL.

faith can remove mountains and, though it cannot be regarded as the only factor, it must have been a big incentive behind the engineers who have levelled so many hills in Hongkong. I always feel that an engineer who is asked to build a road or build a house on level ground must find it very dull.

Road Making Retarded.
Unfortunately, owing to the present financial position, road making has had to be slowed down, and it is still not possible to proceed with the Sakung Road. The road round by Tai Hang is being completed, and a great improvement has been effected in the motor road to the May Road level. I

hope that before long it will be possible to widen the road from there to Magazine Gap, so shortening the distance by road to the Peak very considerably. I should like to take this opportunity of congratulating Mr. Cressy and his department, and Mr. Anderson in particular, on the

(Continued on Page 15.)

SALESMAN SAM

No Loading Allowed!

By Small



Heat or cold

they need "SCOTT'S"

SCOTT'S Emulsion brings health and strength at all ages of life. Contented and happy are little ones who are nourished by SCOTT'S Emulsion.



GOIN' OUT IN THE COUNTRY TO COLLECT THESE FEW BILLS!

HELP MISTER! MY HUSBAND HAS FALLEN DOWN TH' WELL, AND I CAN'T GIT HIM!

I'LL SEE WHAT I CAN DO, LADY!

I CAN'T PULL YA OUT ALONE! I'LL RING TH' DINNOR BELL SO'S TH' FARM HANDS WILL COME HOME AND HELP!

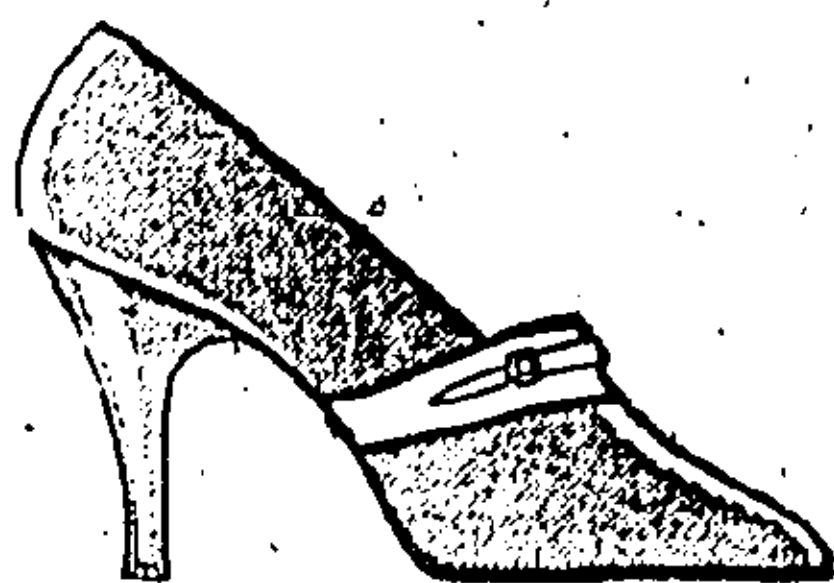
GOOD IDEE! BUT WHAT TIME IS IT?

IT'S ABOUT ELEVEN O'CLOCK!

NO DANG! IT'S LET 'EM WORK TILL DINNOR TIME!

I'LL JUST SWIM AROUND TILL THEY COME!





THERE IS ALWAYS SOMETHING ABOUT GORDON'S MODELS THAT SUGGESTS THE WORK OF MASTER CRAFTSMEN. DESIGNS ARE MORE ARTISTIC AND DISTINCTIVE, AND THE WORKMANSHIP FAR ABOVE THE COMMON STANDARD.

Nothing is made locally for us. All models are imported.

GORDON'S
KAYAMALLY BUILDING.

CINZANO

ITALIAN VERMOUTH
is made with the finest Italian White Wine.
It is very wholesome—It is not a Liqueur.



Some ways of using it:
PLAIN: It's not too sweet and not too dry.
IN ALL COCKTAILS, where Vermouth is used.
AS A LONG DRINK IN SUMMER: with mineral water.

The Perfect Cocktail
"GIN & CIN"
1 DRY GIN, 3 CINZANO VERMOUTH.
A SQUEEZE OF LEMON

WHAT ABOUT "IT"?
Will you have a "Gin and It"?
The knowing man says: Oh no!
I'd rather have a Gin and Cin.
The "It" is then "Cinzano."

"CINZANO" stands for quality.
Quality is equal to "CINZANO."
In one you have both!

Obtainable from All Wine Merchants.

WHITEAWAYS

EASTER EGGS

ENAMELLED CARDBOARD
EASTER EGGS.

Nicely painted and decorated,
in different Colours and designs,
all sizes.

40 cts. to \$1.75.

PUT YOUR EASTER GIFT
IN AN
EASTER EGG.

CALL AND INSPECT OUR EASTER DISPLAYS.
Whiteaway, Laidlaw & Co., Ltd.

Rolande Serrault

Spring and Summer Hats Perfectly
Remodeled to the Latest Fashion.
Pedder Building,
3rd floor,
Tel. 22252.

TREATMENT OF SMALL-POX.

CHINESE OPPOSITION TO RECENT DECISION.

THE DUMPING EVIL.

At the Kai Fong meeting held at the Tung Wah Hospital yesterday afternoon the Chinese leaders of the different commercial communities offered strong opposition to the recent Sanitary Board decision on the resolution of the latter body's Resolutions passed in 1918 relative to the treatment of small-pox cases at private houses.

Long before the commencement of the meeting the hall of the Tung Wah hospital was filled to capacity, a fact which offered ample evidence that the small-pox argument has evoked great attention among all shades of the Chinese community. The Chinese representatives on the Legislative Council and Sanitary Board were present together while the proceedings were presided over by Mr. Ngan Shing-kwan, the Chairman of Directors of the Tung Wah Hospital, who was supported by Messrs. Chan Lim-pak and Thomas W. N. Tam, the vice-Chairmen.

After commenting on the Chinese opinion on the treatment of small-pox Mr. Ho in expressed regret that two Chinese representatives on the Sanitary Board were defeated on account of their being in the minority. The two Chinese members made strong opposition to the resolution of the resolution passed over twelve years ago, but found their opposition ineffective. In this connexion Mr. Ho pointed out that even the decision of the Sanitary Board was not final and the Chinese community on the whole must fight out the case as it concerned the whole Chinese community.

Mr. Ho Kam-tong, O.B.E., gave a most interesting speech on the history of the enforcement of the small-pox ordinance which he traced back to twenty-five years ago, when the Government required that all small-pox cases be treated not only in isolation hospitals but in a government vessel named "Ilyxia." Cases of small-pox and plague would be treated on this vessel, but Mr. Ho regretted the fact that although many patients went on board for treatment few returned alive.

In those days small-pox was very common and the law being so drastic panic prevailed among the Chinese community. So much so that as soon as one small-pox case occurred in one of the dwelling houses all the occupants of the same house would hire a junk to take them to Canton. As much as \$200 was paid to a junk for this purpose. For fear of being punished by the law as many as 3,000 dead bodies were dumped on the street in one year.

Mr. Ho went on to relate the many pathetic incidents of how children infected with small-pox were taken from their parents by officers of the Law and how the isolation process was dreaded by the Chinese. The speaker mentioned that he and the then Chinese representatives on the Legislative Council eventually had to appeal to the Governor from whom permission was granted that temporary quarters should be erected in which Chinese patients could be treated with Chinese medicine. Mr. Ho said that the result of the test was most satisfactory and he recalled that in one year 77 per cent of small-pox cases were cured by Chinese medical practitioners.

Concerning the dumping of dead bodies Mr. Ho said that the evil practice was reduced after the erection of the small-pox hospital where Chinese medicine could be obtained free. He himself also advertised in Chinese newspapers for many years offering to provide poor Chinese with free coffins. He concluded by saying that the Chinese community should be fully advised on the necessity of reporting small-pox cases to the medical authorities. Mr. Ho, who is himself a well known authority on Chinese medicine, went on at considerable length on the cause and danger of the small-pox and warned the audience of the importance of vaccination.

Mr. Wong Kwong-tin, one of the Chinese representatives on the Sanitary Board, said that as the suggested compulsory isolation would affect all Chinese residents living in apartments, the resolution would indirectly affect over 80 per cent of the whole population of Hongkong.

Mr. Wong made some strong remarks on the dumping of dead bodies and made it quite clear that not only the Tung Wah Hospital but that many local charitable associations and individual Chinese like Mr. Ho Kam-tong would be most willing to provide free coffins. Mr. Wong intimated that he and his Chinese colleagues on the

Sanitary Board would continue to fight out the small-pox case.

Mr. M. K. Lo made some significant statements concerning the ignorance among the Chinese in refusing to follow the legal step of reporting small-pox cases, saying that from 1920 to 1929 there occurred in Hongkong some seven thousand small-pox cases and 1 out of these twenty-six came to the attention of the medical authorities. But in all cases the disease occurred removed quickly and before the arrival of the Sanitary Board officers, who went to carry out the disinfection process. Mr. Lo said that other municipalities in China including those in Nanking, Shanghai, and Canton adopted similar means of disinfection against small-pox and he could not see how Hongkong could stand alone in this World as not conceding to this modern means of attacking this dreadful disease.

The Hon. Mr. S.W. Tso fully explained how the resolution of the Sanitary Board in 1918 permitting the treatment of small-pox in private houses came into existence after the repeated appeal from the Chinese leaders, who promised that cases would be reported to the medical authorities and that the Chinese would organise vaccination campaigns.

Sir Shou-son Chow's Speech.

Addressing the meeting Sir Shou-son Chow said: "At the outset I want to define the position of my two honourable colleagues and myself at this meeting. We come here in the dual capacity of advisers of the Hospitals, and as representatives of the Chinese in the Colony. In the first capacity it is our duty to give such advice as our conscience dictates and to the best of our ability; and in the second capacity it is our duty to present the views of the community to the Government.

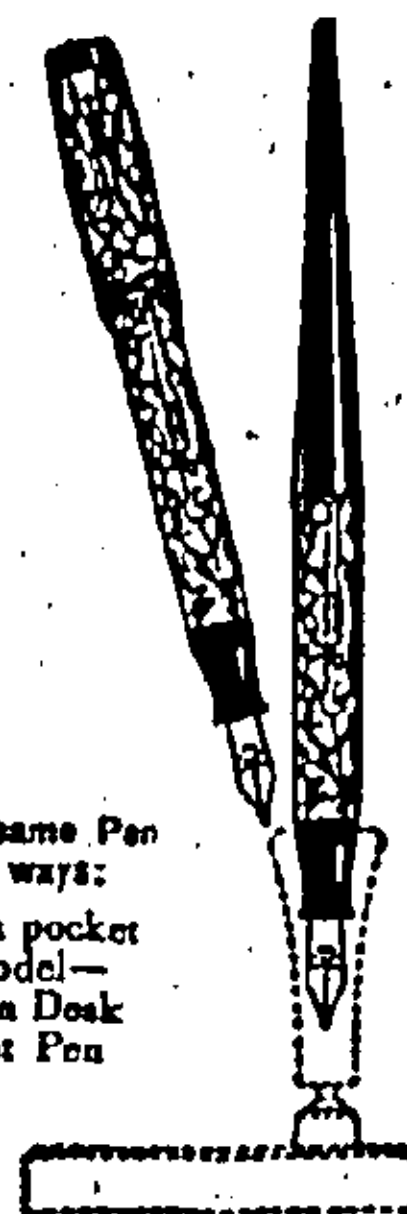
"We have heard the pros and cons of the subject; but without at this moment entering into its merits and demerits I should like to say that some months before the resolution of the resolution by the Sanitary Board we three expressed to the Government the opinion that in view of the unabated dumping of dead bodies and the absence of report of small-pox cases, the public should be given a warning that unless they comply with the conditions attached to the resolution of 1918 that special privilege might be withdrawn by the Sanitary Board. The Sanitary Board has acted without some such warning, but we three still hold the view that the public should have been given due warning before the resolution was rescinded. We have not changed or modified in any way our attitude in this matter, and shall certainly renew our advice to the Government.

"My colleague, the Hon. Mr. S. W. Tso, who knows more about the subject than most of us, has already given a history of the resolution. I will now ask the Hon. Mr. Kotewall to give the considered views of the three Chinese members of the Council.

Mr. Kotewall's Speech.

In summing up the meeting the Hon. Mr. R. H. Kotewall said that he had listened to the remarks of the previous speakers with more than usual care as the question at issue was one vital to the Chinese. At the outset he would like to point out that the Sanitary Board in rescinding the resolution of 1918 acted not without reasons as was pointed out by Mr. Ho Kam-tong, and Mr. Wong Kwong-tin. When that resolution was passed there were attached to it the three conditions about which we have heard again and again this afternoon. The object of these conditions was to encourage people to get vaccinated so that small-pox would in time be eradicated and reduced and to prevent the deplorable dumping of dead bodies. The medical officer of Health had reported that he did not recall a single case in which any Chinese complied with the conditions and

(Continued on Page 12.)



The same Pen 2 ways:
As a pocket model—
as a Desk Set Pen

Parker Offers
A Gift Pen
Having TWICE the Value
at no extra cost... and
GUARANTEED FOR LIFE

Actually the new convertible Parker Duofold is twice as useful as the usual pen. Because it is convertible from pocket style to Desk Set model, instantly.

At any time a Parker Pen owner wants a Pen Desk Set he need only get a Desk. To convert pocket Pen is free.

Streamlined Parker Duofolds in jewel-like colors, hold 17-1/2% more ink than average and write with Peerless Tone.

Sole Wholesale Agents:
DODGE & SEYMOUR (China), Ltd.
3 Canton Road, Shanghai

Parker
Duofold

BOURNVILLE
COCOA



Sends them to bed happy

SPECIAL EASTER SALE of HATS

RECENT SHIPMENTS
HAVE INCREASED OUR
STOCKS TO OVER

2,000

OF THE LATEST HATS
IN THE GREATEST VARIETY OF STYLES EVER SHOWN HERE.

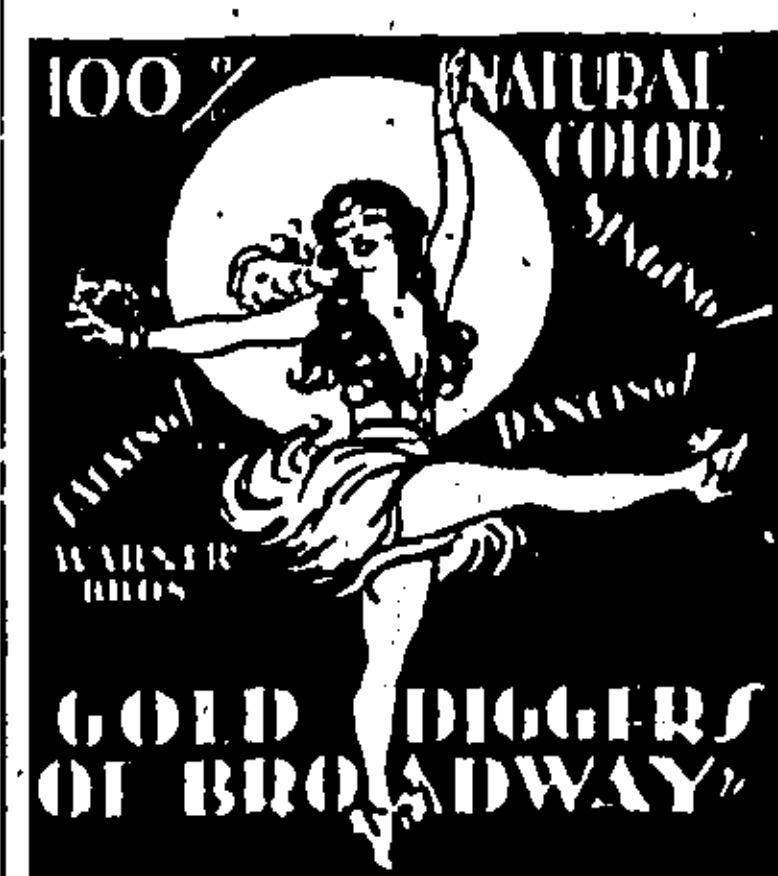
ANOTHER EASTER SELECTION!

Hand-Bags - - Sunshades - - Girdles.
SILK UNDERWEAR, BRIDAL VEILS, FLOWERS, ETC.

ELITE STYLES

The Small Store with the Big Stock.

QUEEN'S COMMENCING TUESDAY



100% NATURAL COLOR
GOLD DIGGERS
OF BROADWAY

TO-DAY'S WANTS.

25 WORDS\$1.50,
(\$2.00 if Not Prepaid.)
The following replies have been received:—
667, 671, 678, 683, 685, 691, 695,
705, 709, 720, 722, 727, 729, 732,
733, 734, 737, 738, 769, 772, 773.

TUITION GIVEN.

LESSONS in English with particular attention to pronunciation. Also instruction in principles and history of English Law by English Barrister (Middle Temple). Moderate fees. Write "Box No. 772, "Hongkong Telegraph."

WANTED KNOWN.

The Jade Tree, Peninsula Hotel have just received a big consignment of large and small rugs.
The Jade Tree, Peninsula Hotel are now stocking simple spring dresses and children's garments.
EGGS for sitting white leghorns Hongkong \$7.50 per dozen. Write Box No. 774, "Hongkong Telegraph."

SITUATIONS VACANT.

Chinese Building Overseer. Must have good knowledge of English. Application in own handwriting stating experience and salary required to Box No. 773, "Hongkong Telegraph."

MISCELLANEOUS.

CHIROPODIST (Cora removed). Fully qualified. 10 years experience in Europe. Appointments made at the Tester Beauty Parlour, Kowloon, Building, Tel. 2103. (Ground Floor).

HOUSES, ETC.

FOR SALE OR TO LET furnished four-roomed house at Cheung Chau. Electric Light. Large garden. Write Box No. 769, "Hongkong Telegraph."

APARTMENTS TO LET.

AIRLIE HOTEL, 23-25, Nathan Road, Kowloon. Under European Management. Excellent Cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57357.

PREMISES TO LET.

TO LET.—Six roomed European flat with two bathrooms and servants quarters. 41, Kennedy Road, Thornhill Aerated Water, Factory. 2, Tin Lok Lane. Phone 20547.

TO LET.—From 1st May, No. 1, King's Park Buildings, Austin Road, Kowloon, four-roomed FLAT. Modern conveniences. Apply Union Trading Co. Ltd., York Building.

TO LET.—Ground Floor of No. 8A, Des Voeux Road Central, at present in the occupation of the Netherlands India Commercial Bank, available from 1st April, 1931. Apply to David Sassoon & Co. Ltd.

VICTOR DANCE RECORDS.

(Splendid Time)

- 22606 Just a G'ole I'm Alone.
- 22613 Truly I Love You. Reaching for the Moon.
- 22603 Blue Again. To Whom It May Concern.
- 22238 Shepherd's Serenade. Charming.
- 22585 Tears. Don't Forget Me.
- 22602 Loneome Lover. Little Spanish Dancer.

TSANG FOOK PIANO COMPANY.

8, Des Voeux Road, Central.
(Entrance Ice House Street.)
Telephone C. 24648.

"THE HONGKONG TELEGRAPH"

• would appreciate the loan of Photographs of Hongkong. (either views or personalities) of Fifty Years Ago for publication in a proposed "TELEGRAPH" JUBILEE NUMBER.

New Advertisements.

THE HONGKONG & SHANGHAI HOTELS, LIMITED.

(Incorporated in Hong Kong).

NOTICE IS HEREBY GIVEN that the Ordinary Yearly Meeting of Shareholders of The Hong Kong and Shanghai Hotels, Limited, will be held at the Registered Office of the Company (Exchange Building, Des Voeux Road Central, Hong Kong), on Thursday the 16th day of April, 1931, at 11.30 a.m. for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the year ended on the 31st December, 1930, confirming the appointment of a Director and re-electing a Director and the Auditors.

The Transfer Books of the Company will be closed from Wednesday, the 1st April, 1931, until Thursday, the 16th April 1931, both days inclusive.

By Order of the Board,

F. C. BAILEY, Secretary.

Hongkong, 25th February, 1931.

THE HONGKONG AND WHAMPOA DOCK COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, 2, Queen's Building, Hongkong, on MONDAY, 30th March, 1931, at noon, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1930. The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 23rd to the 30th March, 1931, both days inclusive.

By Order of the Board of Directors,

R. M. DYER, Chief Manager.

Hongkong, 17th March, 1931.

CHURCH NOTICES.

To-morrow
Palm Sunday.

LOCAL SERVICES.

St. John's Cathedral, Hongkong. 29th March, 1931. Palm Sunday. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Choral Eucharist and Sermon. 11 a.m. Preacher: Rev. H. V. Koop. "The Completeness of Christ." Evensong 6 p.m. Lecture at 6.30 p.m. followed by discussion "Is Jesus Divine?" Speaker: The Dean. Monday, Tuesday, Wednesday, and Thursday before Easter. Holy Communion 7.45 a.m. Matins 9.00 a.m. Evensong and Address 6.15 p.m.

Union Church, Kennedy Road, Sunday, 29th March, 1931. Morning Service, 11 a.m. Preacher: Rev. E. G. Powell. Evening Service, 6 p.m. Preacher: Rev. F. Short. Social hour after Evening Service. Sunday School:—Kennedy Road, 10 a.m., Tai Koo, 3 p.m.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Reality." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon; Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

Wesleyan Methodist Church, Queen's Road, East. (Opposite Royal Naval Hospital, Wanchai). Sunday 29th March, 1931. Morning Service: 10.15 a.m. Preacher: Mr. W. H. Smith. Subject: "Peace." Evening Service: Memorial Service for the late Mr. Chas. Makham conducted by the Rev. J. C. Knight Anstey, commencing at 6 p.m. All friends are heartily welcome. Sunday School over, Sunday at 3 p.m. At the Sailors and Soldiers' Home, Wanchai:—8.15 p.m. Service Men's Hour. Tuesday 31st March, at 8 p.m. Special Meeting for Service Men.

G. R.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 30th day of March, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Shamshui, in the Colony of Hongkong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

No. of Sale	Registry No.	Locality.	Boundary Measurements				Contents in sq. feet	Annual Rental	Upset Price
			N.	S.	E.	W.			
1	1477	At junction of F. & W. King Street and Wing Chuk Street.	100	100	100	100	40000	\$25	\$7,500
As per sale plan.									

G. R.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 30th day of March, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Prince Edward Road, in the Colony of Hongkong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

No. of Sale	Registry No.	Locality.	Boundary Measurements				Contents in sq. feet	Annual Rental	Upset Price
			N.	S.	E.	W.			
2	2484	West of Kowloon Island Lot No. 2484, Prince Edward Road.	100	100	100	100	40000	\$120	\$5,200
As per sale plan.									

G. R.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 30th day of March, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Wong Nei Chung, in the Colony of Hongkong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

No. of Sale	Registry No.	Locality.	Boundary Measurements				Contents in sq. feet	Annual Rental	Upset Price
			N.	S.	E.	W.			
3	3159	Adj. to T. Y. Y. Street, Wing Lok Street.	100	100	100	100	40000	\$12	\$11,000
As per sale plan.									

UNION WATERBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

The Twenty Sixth Annual General Meeting of Shareholders will be held in the Offices of Messrs. Dodwell & Company, Limited, on Tuesday, the 31st March, 1931, at 3 p.m. for the purpose of receiving the report of the General Managers together with a statement of Accounts to 31st December, 1930.

The Transfer Books of the Company will be closed from the 23rd March to 31st March, 1931, both days inclusive.

DOWELL & CO., LTD.
General Managers.

G. R.

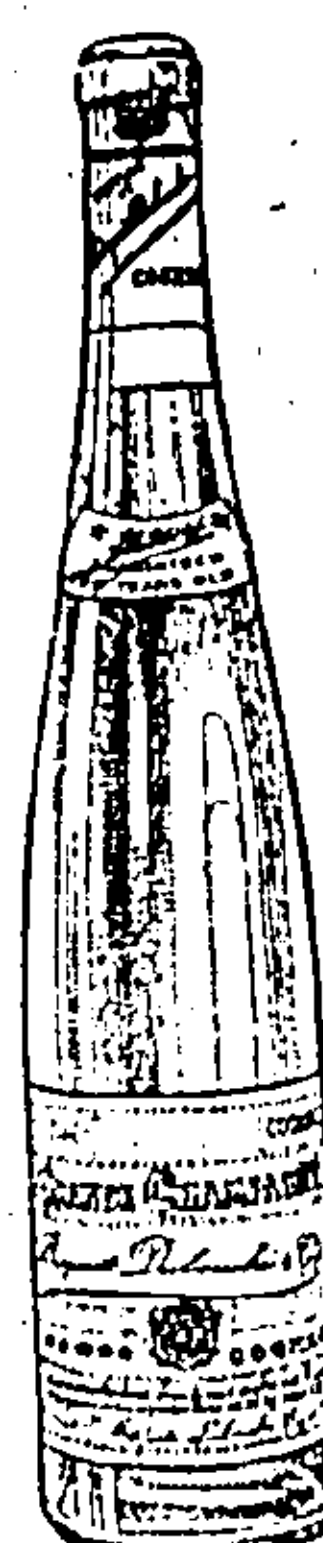
PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 30th day of March, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Shamshui, in the Colony of Hongkong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

No. of Sale	Registry No.	Locality.	Boundary Measurements				Contents in sq. feet	Annual Rental	Upset Price
			N.	S.	E.	W.			
4	1478	New Kowloon Island Lot No. 1478, Tai Po Road.	100	100	100	100	40000	\$13	\$7,200
As per sale plan.									

G. R.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 30th day of March, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Shamshui, in the Colony of Hongkong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

No. of Sale	Registry No.	Locality.	Boundary Measurements				Contents in sq. feet	Annual Rental	Upset Price
			N.	S.	E.	W.			
5	1479	Adj. to T. Y. Y. Street, Tai Po Road.	100	100	100	100	40000	\$216	\$18,432
As per sale plan.									



BISQUIT DUBOUCHE BRANDY.

TRULY EXCELLENT

Obtainable from all Wine Merchants.

SOLE AGENTS
THE CENTRAL TRADING CO.

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on Tuesday, the 31st March, 1931, commencing at 10.30 a.m.

at No. 31, Humphreys Building, Kowloon.

A Quantity of Valuable Household Furniture.

On View from Monday, the 30th March, 1931.

Terms:—Cash on Delivery.
LAMMERT BROS.
Auctioneers.

THE HONG KONG JOCKEY CLUB.

Owing to congestion in the Members' Enclosure, the Free Passes to Ladies will be restricted to One per Member as from the commencement of the Club's financial year, 1st April, 1931.

By Order,
C. B. BROWN,
Secretary.

CREDIT FONCIER D'EXTREME-ORIENT.

Mortgage Bank & Estate Agents.

"PEAK MANSIONS"

Prince Edward Road, Kowloon.
Detached and Semi-detached villas. Modern construction with garage.

"Cambay Buildings"
Flats with modern conveniences

METALS

of all kinds especially for ship-building and engineering work. Complete stock. Best Terms. Immediate delivery.

SINGON & CO

ESTABLISHED A. D. 1930.

Telephone: 29515.

HING LUNG ST.

MASSAGE HALL

MRS. S. UZUNOVE
87, Queen's Road C. 2nd floor
Expert Masseuse

BOXER INDEMNITY REFUND.

SIR W. W. HORNELL ON BOARD OF TRUSTEES.

Nanking, Mar. 27.
The Chinese and British members of the Board of Trustees of the British Boxer Indemnity Refund have been appointed. The British members are: Mr. R. Calder Marshall, chairman of the British Chamber of Commerce, Shanghai, Mr. Kenneth Cantlie, son of the late Sir James Cantlie, who was a close friend of Dr. Sun Yat-sen, Mr. N. S. Brown, Manager of Butterfield and Swire, Shanghai, Sir W. W. Hornell, Vice-Chancellor of the Hongkong University, and Mr. W. H. Donald, Advisor to Chang Hsueh-liang. There are ten Chinese members including Mr. Chu Chia-hua, Chancellor of the Central University, Nanking, who will act as chairman, and Mr. T. L. Soong, a brother of Mr. T. V. Soong—
Reuter.

JAPANESE LINES.

AGREEMENT TO MINIMISE COMPETITION.

Osaka, Mar. 27.
The two largest Japanese shipping companies, the Nippon Yusen Kaisha and the Onaka Shosen Kaisha, controlling between them more than 280 steamers, aggregating almost 1,500,000 tons, have issued a statement jointly that they have entered into an agreement with the object of minimizing competition on the overseas trade routes.—
Reuter.

QUEEN'S

COMMENCING TUESDAY

100% NATURAL COLOR

WASH & DRY

GOLD DIGGER OF BROADWAY

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POST OFFICE NOTICE.

RADIO NOTICES.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this. Letters and postcards for Europe and South America are forwarded via Siberia if so superscribed.

MAIL NOTICE.

The public are notified that commencing 28.3.31 the rates for radio-telegrams to AMOY and FOCHOW will be as follows:
Foreign & Code 30 cents per word.
Plain Chinese 15 " " "
Press (Foreign) 7 1/2 " " "
Press (Chinese) 3 1/2 " " "

INWARD MAILS.

From	Per	Date
Java	Tjmanock	March 28.
Shanghai and Swatow	Szechuen	March 28.
Japan	St. Albans	March 29.
Shanghai and Amoy	Tjikembang	March 29.
Manila	Empress of Japan	March 29.
Manila	Pres. Jackson	March 30.
Calcutta and Straits	Yuen Sang	March 30.
Straits	Kidderpore	March 30.
Japan and Shanghai	Tainon	March 30.
Straits	D'Artagnan	March 31.
Batavia	Cremor	March 31.
Canada, U.S.A., Japan and Shanghai (Vancouver B. C. 14th March).	Tjinegara	March 31.

From	Per	Date
Emps. of Asia	April 1.	
Hakusan Maru	April 2.	
Fushimi Maru	April 3.	
Tjibodas	April 4.	
Nelloro	April 4.	
Manila	Pres. Taft	April 4.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 8th March).	Pres. Polk	April 4.
U.S.A., Honolulu, Japan and Shanghai (San Francisco 13th March).	Pres. McKinley	April 6.

OUTWARD MAILS.

For	Per	Date and Time
Shanghai and "Europe via Siberia"	Burgenland	Sat., Mar. 28, 3.30 p.m.
Fort Bayard	Wing Lee	Sat., Mar. 28, 3.30 p.m.
Manila	Pres. Taft	Sat., Mar. 28, 4.30 p.m.

For	Per	Date and Time
Shanghai and "Europe via Siberia"	Burgenland	Sat., Mar. 28, 3.30 p.m.
Fort Bayard	Wing Lee	Sat., Mar. 28, 3.30 p.m.
Manila	Pres. Taft	Sat., Mar. 28, 4.30 p.m.

For	Per	Date and Time
Shanghai and "Europe via Siberia"	Burgenland	Sat., Mar. 28, 3.30 p.m.
Fort Bayard	Wing Lee	Sat., Mar. 28, 3.30 p.m.
Manila	Pres. Taft	Sat., Mar. 28, 4.30 p.m.

For	Per	Date and Time
Shanghai and "Europe via Siberia"	Burgenland	Sat., Mar. 28, 3.30 p.m.
Fort Bayard	Wing Lee	Sat., Mar. 28, 3.30 p.m.
Manila	Pres. Taft	Sat., Mar. 28, 4.30 p.m.

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Manila	Pres. Taft	Sat., Mar. 28, 4.30 p.m.

PHARMACEUTICAL
PREPARATIONS.
REQUISITES
FOR THE
TOILET.

THE COLONIAL DISPENSARY
13 QUEEN'S ROAD, CENTRAL.
UNDER THE
MANAGEMENT OF
E. MARY HARMON, M.P.S.
(LOND.)
PHONE 21877.

MOVING SHORTLY TO NEWER AND MORE
SPACIOUS PREMISES IN GLOUCESTER BUILDING.



No thank you,
I don't feel very well..

Then there is more reason still why you
should drink some "BEAR BRAND" milk,
the very best thing to take when you don't
feel quite up to the mark.

In the tropics especially it is a sure cure for
all sorts of troubles and positively one of
the greatest disease preventives that exists.
An ounce of prevention is worth a pound
of cure, so don't ever be without a supply of
"BEAR BRAND" genuine Swiss Milk.



BEAR BRAND
Natural Swiss Milk

A. B. M. OULDER & CO., LTD.

China Building.

Sole Agents for South China.

"USE GOKETS"

(Coal Briquettes) Manufactured by

**THE ASIA COAL & BRIQUETTING
CO., LTD.**

And Save Money.

One ton of "Gokets" does the work of 1 1/4 tons of ordinary lump
coal. "Steam Gokets" For steaming purposes. Also highly recom-
mended for open fireplaces. Ruling Cash Retail Price \$20 per ton ex Company's godown
Hongkong or Kowloon.
"Household Gokets" Recommended for fireplaces and kitchen stoves
and under boilers requiring a long flame. Ruling Cash Retail Price \$20 per ton ex Company's godown
Hongkong or Kowloon.

Delivery Charges.
Hong Kong:—(1) Peak districts (above Bowen Road) .. \$4.00 per ton.
(2) All roads above Calne Road and
Bonham Road and below Bowen Road \$3.50 ..
(3) Calne Road and Bonham Road .. \$3.25 ..
(4) Pokfulam as far as Sassoon Road .. \$3.50 ..
(5) Wanchai and Causeway Bay (beyond
City Hall) .. \$3.25 ..
(6) Low Levels .. \$2.50 ..
Kowloon:—All parts of Tsing Sa Tsui, Yau Ma
Tei, Mong Kok, Hung Hom, Kowloon City and
Leichikok .. \$1.00 ..
For delivery of lots of less than one ton full delivery rates are charged.
Office:—China Building, 2nd floor. Telephone 21335.

THE VOLUNTEERS.

PARADES FOR COMING WEEK.

No. 13/31.—Hongkong Volunteer
Defence Corps orders, by Lieut-
Colonel L. G. Bird, D.S.O., O.B.E.,
commanding Hongkong Volunteer
Defence Corps.

Parades.
Corps Band.—1. The Band less re-
cruits will parade at the Music Room,
City Hall, on Monday, March 30th, at
5.30 p.m. for Band practice.
2. All recruits should attend the
special recruits class arranged for
every Monday at Headquarters at
5.30 p.m.

3. All the Band are asked to attend
the Band Meeting immediately follow-
ing the Band practice on Monday,
March 30th, at the City Hall.

4. The Band will parade at Head-
quarters at 5.30 p.m. on Wednesday,
1st April for combined march practice
with the Pipes and Drums in prepara-
tion for the G.O.C.'s inspection.

Battery 1st.—1. Monday, Mar.
31st, in Miniature Range at 5.30 p.m.
Aiming practice 5 p.m.

2. Parade at 5.30 p.m. at Head-
quarters on Thursday, April 2nd, prac-
tice parade for G.O.C.'s inspection,
everybody is expected to attend.

Engineer Company.—1. Monday,
March 29th, Miniature Range shoot.
Headquarters 5.30 p.m.

2. Friday and Saturday, April 2nd
and 4th, Corps I.L.B. Meeting.

3. Tuesday, April 7th, Uniform
practice parade for G.O.C.'s inspection
and Thursday, April 9th, in section.

4. Saturday, April 24th, Company
supper and prize distribution, see
notice sent to all members.

Corps Signals.—Parades will be held
at Corps Headquarters at 5.30 p.m. on
Tuesday, 31st, instant.

Machine Gun Troop.—Parade at
Causeway Bay Parade on Tuesday,
31st, March and Thursday, 2nd, April
at 5.30 p.m.

Armoured Car Company.—1. Car
Section, Parade on Monday, 30th,
March at Headquarters at 5.15 p.m.
for driving instruction ride.

2. Motor Cycle Section.—Parade on
Monday, 30th, instant at Headquarters
at 5.15 p.m. for driving instruction
ride.

Machine Gun Company.—1. Parades,
Tuesday, 31st, March at 5.30
p.m. at Headquarters in Muffi.
Machine Gun Training under Platoon
arrangements.

2. On Tuesday, 31st, March No. 3
Platoon will proceed to Kennedy Road
Range for Musketry under Lieut-
J. P. Wright and Sergt. Major
Slattery.

3. G.O.C.'s Inspection.—The date
of the inspection has been finally fixed
for Thursday, April 9th, and the final
practice of the Corps will take
place on Tuesday, 7th, April in Uni-
form, full particulars later. All ranks
must be present on these dates, and
must ensure that these dates are kept
free.

4. Musketry. All those firing in
the Corps Rifle Meeting will be given
an opportunity for practice on the
Peak Range at 9 a.m. on Sunday,
29th, March. Range Officer—Lieut-
E. G. Stewart. There will be no fur-
ther Company Rifle Club competitions
for this training season.

5. M.G. Course. Part II. Those
who have not yet fired M. G. Course
Part II will be given a final op-
portunity of doing so on Sunday, 10th,
April. An earlier date is 5th or
12th, April may be arranged for this.
Range Officer—Lieut. H. Owen.

6. 9 a.m. and 10 a.m. Gunner's Pipe
and Kowloon Police Pier at
9.10 a.m. Uniform or Muffi optional,
but belts, Pouches and Bayonets must
be taken.

Scottish Company.—1. Parades,
Thursday, 2nd, April, 1931 at 5.30
p.m.

No. 7 Platoon at Headquarters
under Captain H.R. Forsyth.

No. 6 Platoon at Kowloon Dock
under Lieut. G. Duncan, M.B.E.

Armsdrill, belts and frogs will be
worn.

2. G.O.C.'s Inspection. All ranks
are asked to note the change of date
to this parade and to make every
effort to attend practice parades be-
fore 9th, April.

There will be a combined practice
for the Pipes and Drums and The
Band at 5.30 p.m. at Headquarters
on Wednesday, 1st, April.

Portuguese Company.—1. The at-
tention of all ranks is called to para-
2 of Corps Orders of this week with
reference to the practice parade for
the G.O.C.'s inspection.

There will be no parade for the
Company on Friday, April 3rd, this
day being a public holiday.

2. Musketry. No. 12A Platoon
and Cavalry will proceed to Stone-
cutters Range on Sunday, March 29th.
Details as issued last week.

Annual Inspection.
(1). The Annual Inspection will be
carried out by the General Officer

FROM THE ETHER.

PRIVATE DEMONSTRATION YESTERDAY.

Yesterday afternoon before a
select audience including M. de la
Prade, the French Consul General,
Mr. A. M. Bowes-Smith, Mr. Rollin
and others, Professor Martenot ac-
companied by Mlle. Martenot at the
piano gave a remarkable demon-
stration of the capabilities of this new
instrument.

Just the touch of a man's hand
on the tape, and a pressure of the
left hand on an amplifier, and
sprightly, sad, or symphonic music
carols forth.

Music from the ether—is the re-
sult of the most sensational inven-
tion in the musical world for five
centuries. Prof. Maurice Martenot
has perfected an instrument that is
all musical vehicles in one.

Here is a challenge to composers
that has not been equalled since the
perfection of the great pipe-organs.
Soporifics hitherto never heard,
novel colour effects which enrich
the orchestral palette, varieties of
effect and of timbre can be obtained
in almost unlimited variations.

Prof. Martenot, played the
staccato notes of a tripping reel,
in varying dynamic values varying
from a considerable "fortissimo" to
the faintest whisper.

It was like a dream to watch
his graceful hands draw "music
from the air" and hear the plain-
tive tones of the flute, resounding
calls from horns, and choirs rply-
ing—trumpets that blared forth
like shouts of joy, sonorous rust-
lings, now sombre, tragic sound-
waves, all executed from one end
with an astonishing virtuosity.

At Shanghai many members of
the audience, in response to an
invitation, went back stage and
there had an opportunity to see
how the unique instrument was
worked, incidentally learning that
the cost of the equipment was only
Fr. 5,000.

As advertised elsewhere in this
issue, Professor will be giving his
only demonstration in the Colony
at the Star Theatre, to-night. Early
booking is advisable.

Belgrade, Mar. 27.
The British airman, Mr. Ford,
who is on a flight to Shanghai in a
Gipsy Moth plane, has arrived here
and is proceeding to Skopje.—
Reuter.

Commanding the Troops in China at
6 p.m. Thursday, 9th April, 1931
on the Murray Parade Ground.

(i). A practice parade will be held
at the same time and place on Tues-
day, 7th, April.

(ii). The Corps will be formed up
in two sides of a square, one side
facing St. John's Cathedral and the
other facing Beaconsfield Terrace.

(iv). The Battery with guns and
Trucks, The Machine Gun Troop, The
Armoured Car Company, The Medical
Section and The Signal Lorry will
parade on Murray Parade Ground
under the command of Major H.B.L.
Dowbiggin.

(v). The remainder of the Corps
will parade at Headquarters and
march down to the ground.

The following will be the order of
march:—

(i). Band and Pipers.
(ii). Fortunes Company.
(iii). Scottish Company.
(iv). Colour Party.
(v). Machine Gun Company.
(vi). Corps Signals.
(vii). Engineer Company.

Leave.

No. 1456 Pte. D. M. MacDougall,
No. 4 Platoon, returned from leave on
23.3.31.

No. 1094 Sergt. A. Urquhart, No. 2
Platoon, granted 7 months' leave from
20.3.31 to 20.10.31.

No. 769 Pte. W. E. Kerr, No. 4
Platoon, granted 12 months' leave
from 20.3.31 to 20.3.32.

No. 1502 L/Cpl. A. E. Arnhold,
Machine Gun Troop, granted 12
months' leave from 22.3.31 to 22.3.32.

Command.

Second Lieutenant M. I. de Villi
will assume command of The Battery
vice Lieutenant L. F. Nicholson (on
leave) with effect from 31st, March.
W. H. G. GOATER, CAPTAIN,
Adjutant, H.K.V.D. Corps.

CINEMA NOTES.

GOLD DIGGERS GLORIFIED IN SONG.

And now the gold diggers is
glorified in song! In "Gold Diggers
of Broadway," Warner Bros., 100 per
cent natural colour, singing, talking,
dancing Vitaphone comedy special in
technicolour which comes to the
Queen's Theatre on Tuesday, a huge
musical revue, which beside the all-
star cast includes a dazzling beauty
chorus of 100, is presented as part
of the colourful background of the
story.

One of the song hits of the musical
revue is "The Song of the Gold Dig-
gers." Ann Pennington, famous
Broadway dancing and singing star,
sings the number. "The Song of the
Gold Diggers," and eight others, were
written especially for this Vitaphone
production by Al Dubin and Joe
Burke, well known composers of
popular melodies.

In addition to Miss Pennington, the
all-star cast of "Gold Diggers of
Broadway," includes Lilyan Tashman,
Conway Tearle, Nick Lucas, Albert
Grand, Nancy Welford, William Bak-
well, Helen Foster, Winnie Lightner,
Ella Swaine, Gordon, Gertrude
Short and others. Robert Lord
adapted the story from Avery Hop-
wood's successful stage play. The
stage production is by Larry Cahalan,
Roy Del Ruth directed.

"The Cohens and Kellys in Scotland."
When the "Cohens and Kellys"
aren't waiting for a Kelly they're
waiting for a Cohen. George Sidney
and Charlie Murray, famous stage
and screen comedians, played the
leading roles in the first and fourth
of the hilarious Universal series, the
latest of which "The Cohens and
Kellys in Scotland" comes to the
Queen's Theatre to-morrow.

Production of the first of this series,
"The Cohens and Kellys," was held
up for nearly a year because Charlie
Murray was unable to get out of pre-
vious stage and screen contracts.
When the picture was made, Universal
executives declared the results
more than justified the delay.

The same thing happened in "The
Cohens and Kellys in Scotland." Pro-
duction was delayed for months be-
cause George Sidney couldn't get
away, due to the excess which he
was scoring in "Rabbit" on the
stage. And the picture, Universal
executives again declared, more than
made up for the delay.

Vera Gordon and Kate Price sent
out the feminine half of the
comedy. Gordon and Price, F. J.
Rochelle, William Colvin and Lloyd
Whitlock also have important parts
in the cast.

"The Cohens and Kellys in Scot-
land" was directed by William James
Cottrell, who also directed them in their
Atlantic City picture.

"The Man I Love."
Mary Brian sings her first song on
the screen in her latest picture, the
all-talking love drama, "The Man I
Love" in which she is co-starred
with Richard Arlen. She sings ac-
companied by a small portable pho-
nograph. The song is "Celia," written
especially for Mrs. Cohen and Mrs.
Kelly, and already popular as a
radio number.

Miss Brian sings the song during
an unusual love scene with Arlen.
The action depicts their honeymoon
trip from California to New York in a
"palace" stock car of the type used
to transport racing stock and polo
manies. Richard Whiting and Leo
Robin, well-known composers, wrote
the song and music and the record
was made by Paramount's symphonic
recording orchestra.

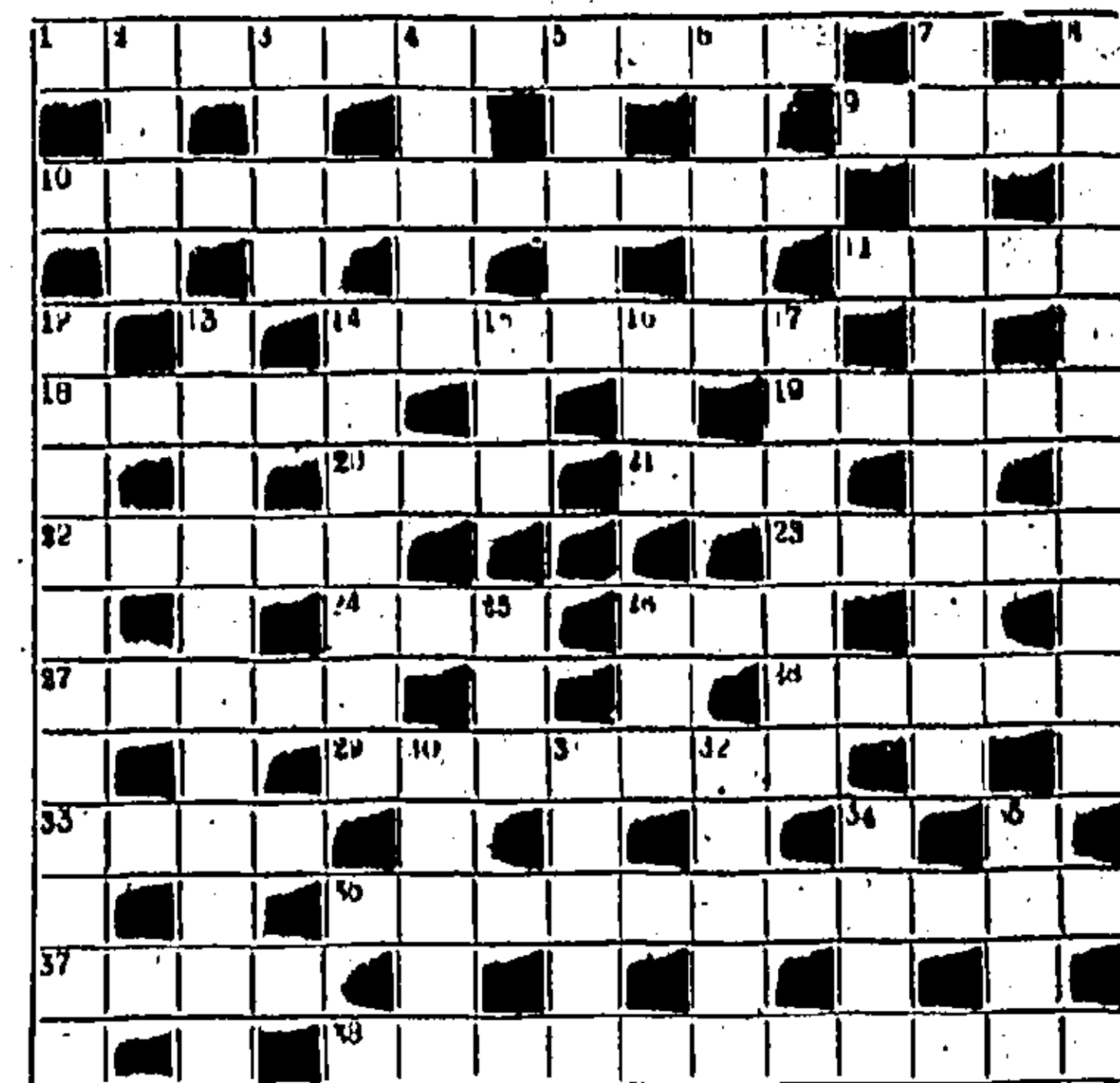
"The Man I Love," which will fea-
ture the Central Theatre programme
for three days, starting to-morrow,
was written by Herman J. Mankie-
wicz, a former newspaperman, who
took most of the dramatic and ro-
mantic incidents from thrilling front
page news stories. Many of the in-
cidents are easily recognized although
they have been woven into an exciting
and coherent story.

The Cohens and Kellys.
These fascinating dumplings,
Charlie Murray and George Sidney,
who have been tickling the risibilities
of the patrons of the Central Theatre
with their antics in the motion picture
comedy "The Cohens and Kellys in
Africa" will end their appearance to-
day.

Cohen and Kelly, whose adventures
in Atlantic City, Paris and in Scot-
land have brought merriment to
millions, top all their previous per-
formances of darkest Africa in search
of ivory. The trip is a veritable riot,
particularly for Mrs. Cohen and Mrs.
Kelly when they are captured by an
Arabian sheik and added to his harem
much to their enjoyment and their
husbands' displeasure.

In addition to the famous Cohen and
Kelly quartet, the cast of "The Cohens
and Kellys in Africa" includes such
well known players as Lloyd Whitlock,
Frank Davis, Eddie Kano and Nick
Cogley.

OUR BRITISH CROSSWORDS.



Across

- 1 A sweetmeat which sounds as if
it had been spilt in cooking
(two words).
- 9 One meets this Turkish official
frequently in the "Arabian
Nights".
- 10 This tends to prevent the rise of
prices, but must greatly increase
the sale of sixpenny Postal
Orders.
- 11 An object of fear, reverence or
worship.
- 14 There would be no newspapers
without him.
- 18 When sauce is required for the
mutton, any young person may
be relied upon to cut a few of
these.
- 19 He made an 11 across.
- 20 This fish has no difficulty in
making ends meet.
- 21 A piece of ribbon of which we all
possess a number.
- 22 Handles of cars—much used in
Lancashire.
- 23 He was an admiral, brave and
bold, who lashed a whip to his
man.
- 24 This indicates anger in Ireland.
Footwear that would be quite
out of place at a dance.
- 27 "The hind that would be—by
the lion must die for love."
"All's Well that Ends Well."
- 28 It's all you think of, to talk or
answer back (hidden).
- 29 Paints—with a prominent name.
The musician's employer has the
right to call it.
- 34 A highly-placed lady who begins
a stately walk.
- 37 Buns, practically disappear if
these are left out.
- 38 A weapon of the gods.

Down

- 2 In an elevated position.
- 3 Now is the time when a pert
little answer eases the situation
(hidden).
- 4 "The play is done; the curtain
drops... to say farewell."
"Thackeray, 'The End of the
Play'."

- 5 Morning.
- 6 This is nothing more than a nose
—but look out for the catch.
- 7 Bread, in a measure, not eatable.
- 8 Doubtless a sound proposition,
but there are almost certain to
be strings to it.
- 12 It is not every minor poet who
can "claim a canto" that has
been received with a shout of
applause (anagram).
- 13 This chance is, very largely, a
matter of harbour agreement.
- 14 Superintend.
- 15 Describes the wind which is
appreciated by none.
- 16 A seaman.
- 17 One could not expect Lengen to
play with these little pots.
- 25 This is the time of veracity.
- 26 Observe.
- 30 What Welsh town sounds a bit
low?
- 31 French town celebrated for its
Burgundy. The river on which
it stands is connected by a canal
to a great river.
- 34 To take this without protest
might be termed eating humble
pie, yet it may be eaten up by
the prudent.
- 35 Not necessarily a sluggard, but
certainly up last.

Yesterday's Solution

CARPENTER, SCRAWL,
IMBECLIC, STUDIO,
ADULT, TUNTER, P,
CARGO, AINICA,
LUMBER, TACT,
ANTHONY, TRACHER,
RUBBER, SATAN,
NOTING, SATAN,
FURNACE, STIDES,
VIRAGO, TACT,
A LING, TOUT, LEAK,
LINER, TACT, LEAK,
SUGAR, TACT, LEAK.

STICKERS

B	I	Y	R	A	O	W	L	L	Y	E
A	C	K	G	W	R	E	E	N		
R	C	A	T	E	H	I	G	U	S	
N	B	R	O	T	N	K	L			
R	A	B	W	N	D	P	U	B		
D	R	E	D	R	P	L	E			

Start at one of the squares shown in
the diagram and move in a horizontal or
vertical direction into another square.
Move from that square into another and
continue until you've entered every
square once. If you start in the right
square and move correctly, you can trace
the names of twelve crows. Each name
takes up three squares.

New York, Mar. 27.

Mr. Arthur Hammerstein, the
producer of "Rose Marie" and
other popular musical shows, has
filed a petition in bankruptcy.—
Reuter.

Yesterday's Solution

12345679
x 9
11111111

If the number 8 is dropped from the
numbers 1 to 9, the product will be com-
posed of all figure ones, as shown above.

INDIAN TAXATION.

INDIAN ASSEMBLY THROWS OUT FINANCE BILL.

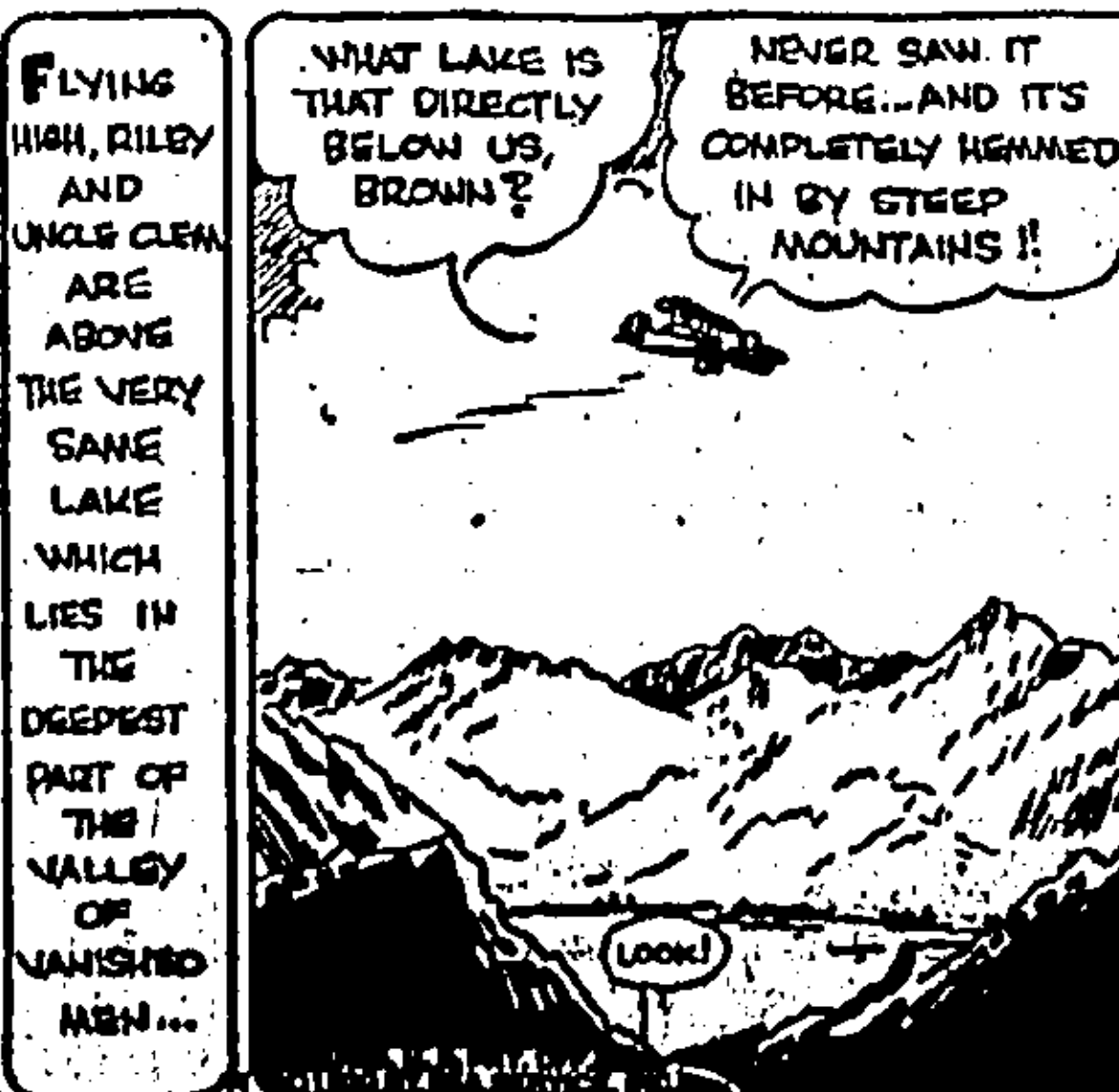
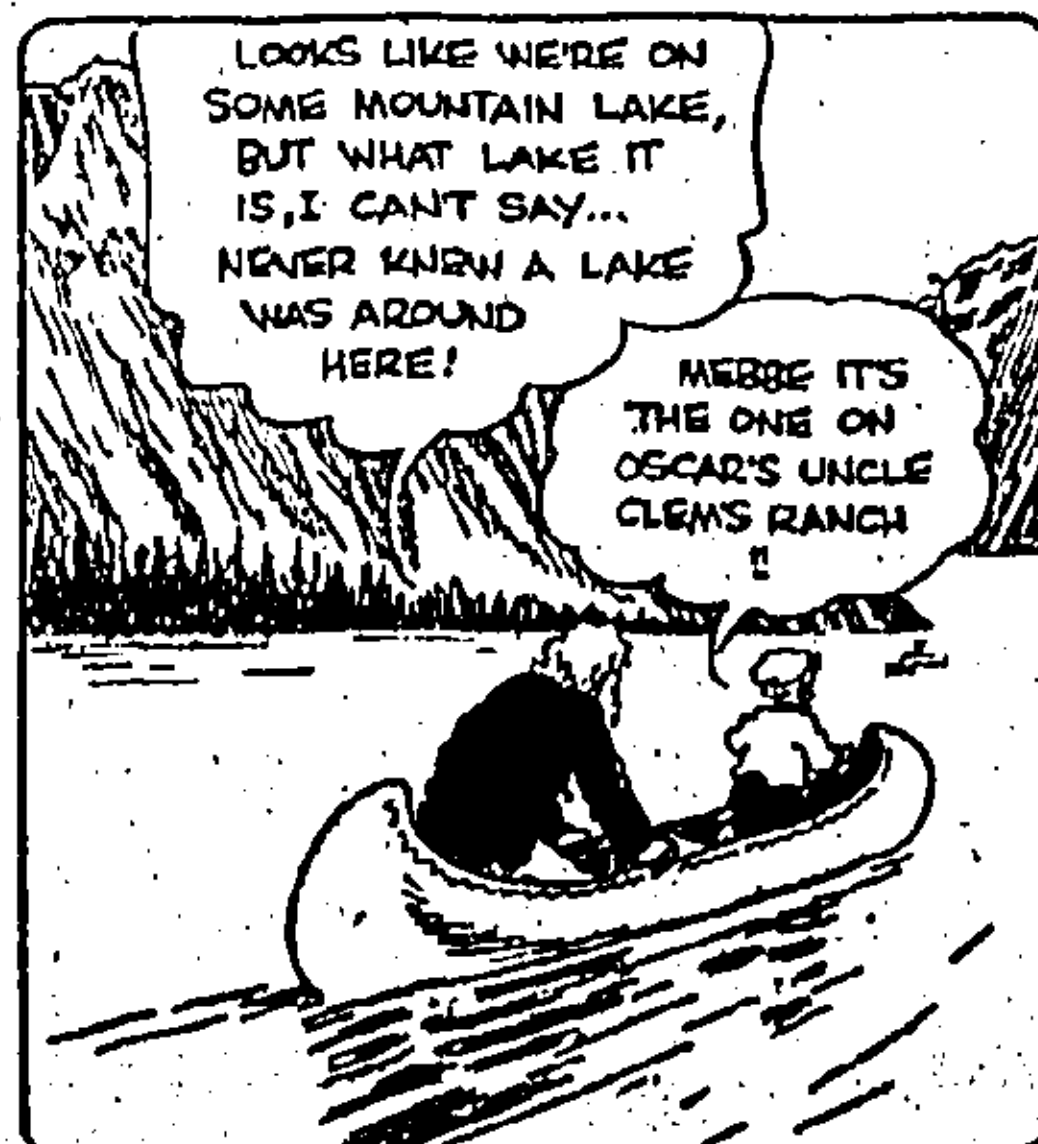
New Delhi, Mar. 27.

The Legislative Assembly, by a
vote of 60 to 56, has rejected the
Finance Bill, which the Governor
General in a message to the Pre-
sident recommended: should be
passed.

The members objected to the in-
creased income tax and super tax,
and despite the finance members'
offer to reduce the amount to be col-
lected by a crore, the Assembly
threw out the Bill.

To-morrow is the last day for
sending the Bill to the Council of
State.—Reuter.

FRECKLES AND HIS FRIENDS

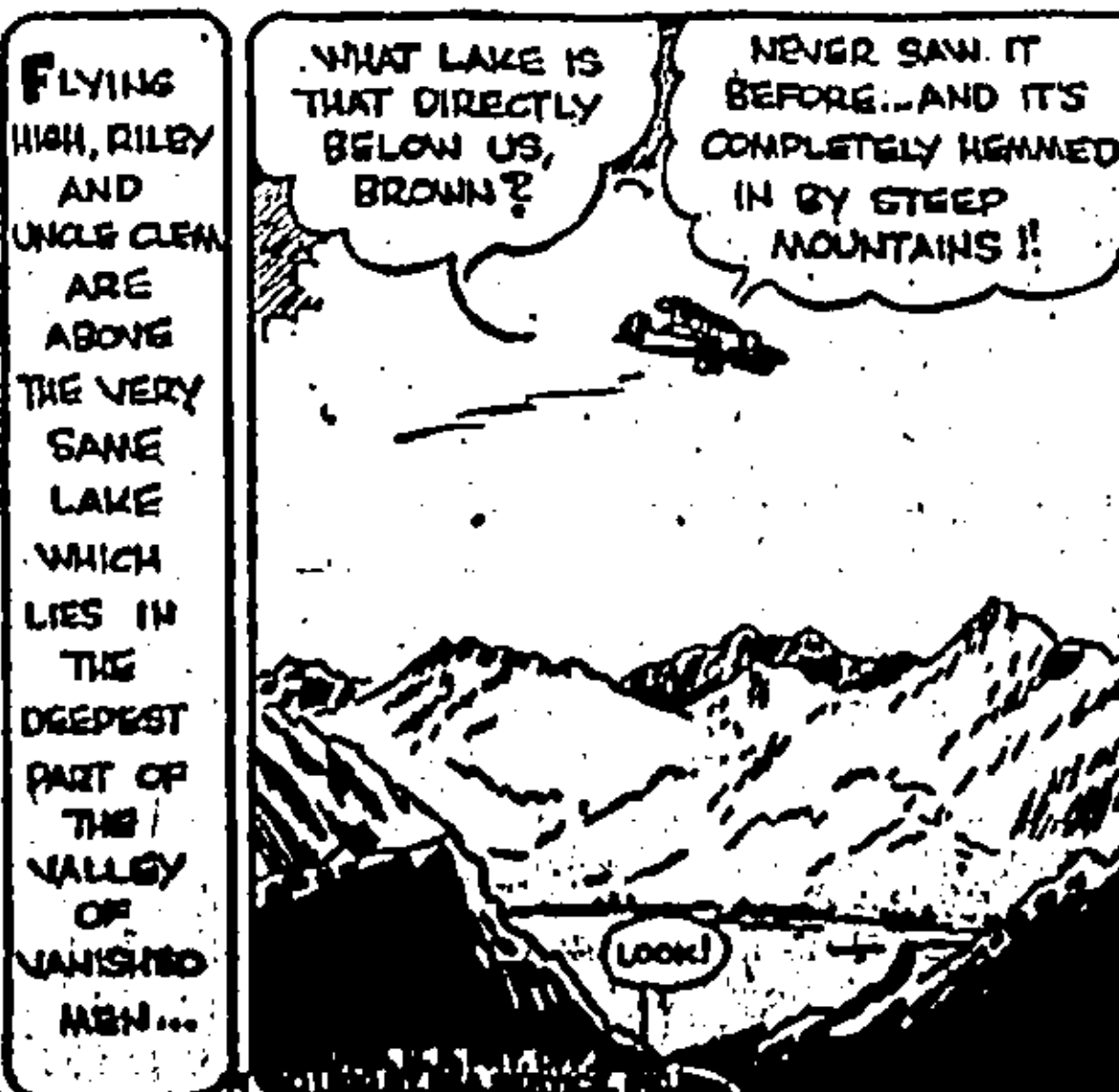


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URIC ACID TROUBLES
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By Blosser



IDEAL BEVERAGES

WATSON'S DRY GINGER ALE

Its dryness and aroma are features which give this drink the popularity it deserves.

WATSON'S STONE GINGER BEER

Prepared by a process of partial fermentation which gives it the distinctive flavour which is so pleasing to the palate.

"FORMAZONE"

Possesses the characteristic stimulating and refreshing qualities of Champagne; it has a delicious flavour.

A. S. WATSON & Co., Ltd.

AERATED WATER MANUFACTURERS.

Phone 20436.

Phone 20436.

NOW ON SALE

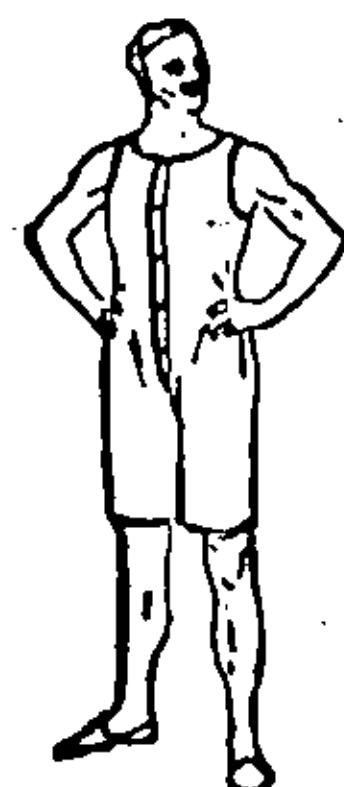
The New
**VICTOR
RECORDS**
For MARCH.

S. MOUTRIE & Co., Ltd.

Chater Road.

AERTEX Underwear

is the underwear conceived, cut and constructed to give unfettered, unhampered freedom of movement... the underwear made for and worn by hundreds of thousands of out-door men who demand garments in keeping with the freedom of open, airy spaces.



See the AERTEX label on all garments — your guarantee of quality. Refuse imitations.

Aertex Pyjamas.

Aertex Vests with or without Sleeves.

Aertex Combinations with 1/2 Sleeve.

Aertex Tennis or Day Shirts.

Lane, Crawford, Ltd.

Men's Wear Stylists.

WATCH THIS AD.
DAILY FOR GOOD
AUTO VALUE

CHEVROLET 1 1/2 TON 6 cyl. NEW 1931 MODEL 26.33 h.p. Truck Chassis 131" W. B. 30 x 5 Tires Front 32 x 6 H. D. Tires Rear with Spare, etc.

PRICE \$2,800.

CHEVROLET 1 1/2 TON DUMP TRUCK without Cab-NEW 1930 Model 6 cylinder 26.33 h.p. 131" Wheelbase

PRICE \$2,750.

CHEVROLET 1 1/2 TON EXPRESS TRUCK with Body & Cab Complete 6 cyl. 26 h.p. 131" Wheelbase 1929 Model USED

PRICE \$1,750.

THE HONGKONG HOTEL
GARAGE.

The Hongkong & Shanghai Hotels, Ltd. Incorporated in Hongkong. 55, Queen's Road C. and Stubbs Road.

MARRIAGE ANNOUNCEMENT.

Mr. and Mrs. Ho Kwong have pleasure in announcing that the marriage of their eldest daughter Mary to Mr. Sai-Wa Liang, B. A. Oxon., will take place on Monday, 30th March, when a Reception will be held at the Roof Garden of the Hongkong Hotel at four o'clock the same afternoon. All friends are cordially invited to the Reception. No cards will be issued.

BIRTH.

RANDALL.—On March 27th, 1931, at T. Braemar Terrace, Quarry Bay, to Mr. and Mrs. B. C. Randall, a son.

The
Hongkong Telegraph.

SATURDAY, MARCH 28, 1931.

PARLIAMENT AND
HONGKONG.

Through the medium of Parliamentary questions and answers, Hongkong receives a considerable measure of publicity in the Old Country. Unfortunately, however, it is publicity of the wrong kind. During the present week, the *mui-tai* and body-dumping questions have been raised, the one in the Upper Chamber and the other in the House of Commons. In regard to neither, has there been any new light thrown on the facts, and the result is merely to create misleading impressions as to conditions as they actually exist. With all this talk of "slavery" and body-dumping we can imagine what sort of an impression the average person at Home has of Hongkong. If M.P.'s and others were as keen on the economic prosperity of this Colony as they appear to be on these social issues, our dollar problem would have been solved long ago.

On the body-dumping question, the figures and explanations given by the Government should be a sufficient answer to those who imagine that conditions here in this connexion are in any way due to official laxity. It has been shown that even in London there are a great number of abandoned bodies found every year, not to the extent that the evil prevails in the East, admittedly. But some illuminating figures have just been issued in Shanghai, disclosing the fact that during the past year over 36,000 bodies were picked up in the streets—on an average, more than 100 a day. Comparing this total with Hongkong's and estimating our population at even a million, this means that Shanghai's dumping figure is twelve to the thousand of population, as against two or even less per thousand in this Colony. The evil is much more apparent in the East than elsewhere.

due, partly, to poverty and the consequential desire to avoid funeral expenses, and, to an even greater extent, to superstitious beliefs. It will only be overcome by education of the people to a greater sense of their responsibilities and by the gradual spread of more enlightened ideas. Something might also be done in Hongkong by a stricter enforcement of the birth registration laws.

Regarding the *mui-tai* problem, it is satisfactory to note that some attempt is being made to secure respect for the existing law, witness the number of prosecutions which have recently taken place. This is all to the good, but, even so, we still feel that much more could be done by way of inspection and control. Lord Passfield's statement that over four thousand girls have been registered under the new law, and that this shows a considerable reduction on the number of *mui-tai* in the Colony, would appear to reflect a belief on his part that there are no other *mui-tai* in Hongkong than those actually registered. That, of course, is not the case. It is true that the law provides that all existing *mui-tai* must be registered, but there must be very many with whom the law gains no contact whatever. In this connexion, it would be interesting to know precisely how many inspectors are employed to see that the law is enforced, and what means are taken to ensure that no more *mui-tai* come into the Colony. It is one thing to pass a law, but quite another to enforce it. Admirable as is the work which the Government and other institutions have done, within certain limits, there is still much that remains to be accomplished. Systematic house-to-house visits, special efforts to make sure that girl servants are aware of their real status, and enquiries to the end that girl servants are remunerated—these are some of the things that need attention. The situation is admittedly far better than it was a few years ago, but unless we want Hongkong's name to be continually held up to scorn and criticism, it would be well if the authorities forestalled further adverse comment by vigorously putting into force the law on the subject.

Shanghai Uncertainty.

Hazarding a guess, we should imagine that a number of the foreign employees of the Shanghai Municipal Council, will soon be seeking, quite voluntarily, other engagements. The proposals contained in the report of the Salaries Commission, particularly those sections dealing with modifications in the conditions of service and the future policy of the Council in filling staff vacancies, must have come as a most unpleasant shock. And now the Edwards case judgment, denying a claim for wrongful dismissal, and apparently based on sound legal foundations, comes to complete an atmosphere of doubt and uncertainty which is detrimental to the best interests of the Settlement as possessing elements destructive to the loyalty of Council employees. The Council's contention that the Land Regulations do not permit them to give an appointment for more than three years has been upheld. But that is hardly the important point. The plain fact appears to be that Mr. Edwards and other very responsible officials were definitely given to understand that the service was a permanent one, the renewal of agreements being automatic. The claim that the agents had no authority to give such a warranty carries little weight, other than legal, against the obvious inference that in many cases applicants would have changed their minds about offering themselves for posts in Shanghai had they been given clearly to understand that three years might be their limit. Men of high qualifications do not, as a rule, offer themselves as odd-job men, which may be exaggerating the real position, but which must, we think, convey the feelings of many who are affected. Public sympathy in Shanghai has been with Mr. Edwards, which can be well understood. It would now be interest-

DAY BY DAY

IS POWER A SIGN OF HAPPINESS? AT ALL EVENTS, THOSE WHO HAVE WON IT DON'T OFTEN BURST INTO PARANES OF JOY.—*Richet.*

It is notified that the name of Wallace D. Hawkes (Hongkong), Limited, has been struck off the Register.

A special memorial service to the late Mr. Charles Makeham is to be held at the Wanchai Wesleyan Church at 8 p.m. to-morrow.

Tenders are being invited for the excavation of exploration trenches on the line of the proposed Gorge Dam in the Shing Mun Valley.

During the absence on leave of Mr. Robert Baker, Mr. G. A. Walker will act as Manager of the Kowloon-Canton Railway, with effect from March 28.

Mr. T. Megarry has been appointed District Officer (North), and made a Magistrate for the purpose of holding small debts Courts in the New Territories.

His Excellency the Governor has been pleased to appoint Wan Yuen to be "Forest Officer" for the control and superintendence of the forests of the Colony, in place of Ng Chi, transferred.

The Empress of Japan, on which vessel H. M. the King of Siam will leave Hongkong, sails at noon on Wednesday, and not at midnight on Tuesday as erroneously reported elsewhere.

It is notified that at the expiration of three months the Wing Hing China-Ware Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

The *Gazette* contains lengthy rules as to the conduct of examinations instituted for persons who wish to procure colonial certificate of competency as engineers in the Mercantile Marine, and as to the qualifications of the applicants.

H. E. the Governor has appointed Professor K. H. Digby, Professor W. I. Gerrard, and Professor R. E. Tottenham, all of the Hongkong University, to be Surgeon, Physician and Obstetric Physician respectively to the Government Civil Hospital.

We are informed by the U.S. Consulate that the U.S.S. Houston will be open to visits by American citizens on Sunday, from 1 p.m. to 6 p.m. Boats will run from Blake Pier to and from the flagship on the hour and one-half hour during the hours mentioned.

It is notified that the Government proposes to erect a Public Latrine at the junction of Cedar Street, Portland Street and Yu Chow Street. If any owner or occupier in the immediate vicinity of such site objects to such erection, such objection must be sent in writing to the Colonial Secretary not later than Friday, 17th April.

ing to know the trend of opinion regarding the policy recommended to the Council by its Salaries Commission regarding the preference henceforth to be given to Chinese in filling public posts. The Council's Commission may, of course, be partially acquainted with Judge Feetham's yet-to-be-disclosed proposals regarding the future of the Settlement and have decided, in this particular way, to anticipate them. But the complete reorganisation proposals, some of which amount very nearly to cheese-paring, are not to be explained so simply.

Don't Apologise.

By ROSITA FORBES.

WE'VE heard an inordinate amount about Modern Woman.

So much so that a thousand years hence scientists will doubtless imagine the 20th century responsible for a new form of animal life and they will wonder why nothing remains of it. But I maintain that the modern Englishman is a far more amazing development of the human species.

Imagine our beef-eating, alcohol-drinking, red-faced unimaginative ancestors. They had no manners and a vast sense of their own superiority.

I don't suppose from the moment they were born into a world specially created for the British until the moment they died and were transplanted into an equally satisfactory British paradise they ever apologised for anything they felt themselves called upon to do. Consequently, they were the most popular people in the world, the legitimate prey of cartoonists, and an infernal nuisance to anyone who wanted to profit by a little slave-trading, gun-running, or any other such agreeable injustice.

Why, you couldn't look over the edge of any horizon, however distant and however essential to somebody else's imperial prospects, without seeing an Englishman sitting on the highest sandheap, under some sort of Union Jack.

The flag was probably made out of his more intimate undergarments, and its owner was so blatantly sure of himself that when an embassy or an army corps pointed out that he had no possible right to his sand hill, he simply couldn't understand what they were driving at. He just dug in his toes a little deeper and wished he'd brought out a dinner-jacket.

The Way Out.

Palmerston represented the impossible, incredible, but exceedingly successful arrogance of the race when he threatened to mobilise the whole might of the Empire on behalf of a Levantine protegee in trouble with some Government which attached more importance to his birth certificate than to his naturalisation papers.

Of course, the bluff succeeded. It always did, because, in those days England only knew one way out of her difficulties, and that was straight ahead, no matter whose opinions barred the path.

Wireless put an end to the usefulness of the Englishman who didn't know how to apologise and who thought the best he could do for any race, black, brown, or yellow, was to teach it cricket and the National Anthem.

We Apologise—

The Man on the Spot still does good work. If any justification be needed for British colonisation, it is to be found in the back-of-beyond, where the work of the individual Englishman insures the security of a frontier. But his authority is impaired by whatever weathercock happens to be installed in Downing Street.

"H.M.'s Government deprecates" the use of all those tactics which were invaluable to our aggressive and determined ancestors.

To-day we apologise for building a necessary battleship, and we can't do away with any equally essential defence without a paeon of sycophantic joy.

We apologise to Egypt because she won't accept the most generous treaty ever offered to a growing nation.

We apologise alternately to Arabs and Jews in Palestine, which bewilders the former and irritates the latter.

We apologise to France about armaments; to America about war-debts whose summary repayment is begging us and enriching our provident ally; and to the League of Nations about our Mandates, of which we've naturally made a muddle because John Bull was much better at ruling than he is at compromising.

Above all, we apologise to Russia for any difficulties put in the way of her ruining our markets and forcing our workers on to the unemployed list.

Doubtless we shall soon apologise to the extremist minority in India whenever a British officer is murdered on the parade ground.

An Object of Ridicule.

The quality of any Government must, surely, reflect the character of the nation which puts it into power. Therefore, it is not logical to suggest that the type of individual Englishman must be changing. Perhaps we are suffering from a surfeit of manners. Certainly the moderns are obsessed by other people's feelings.

He sees every point of view but his own, and he dreads treading on other people's toes, whereas his ancestor tramped across their prejudices, privileges, and dearest possessions without so much as noticing them. Old John was a bully and respected for it. When he lost his temper the rest of the world shivered. Nowadays, he is told "Keep your temper. Nobody else wants it," and because the apologist is always an object of ridicule, he is mildly despaired.

All this must be the fault of a new brand of Englishman, for whatever her mistakes and her follies, there's one thing no woman, ancient or modern, has ever been known to do, and that is to apologise. She doesn't know the meaning of the word.

She might be nicer if she did, but she'd probably be less efficient, for if nothing succeeds like an appearance of success, it is only success which never needs to apologise.

"Act First!" Sir Arnold Wilson quotes a delightful remark made by some Arab during the war: "If Germany loses science will die, if Turkey loses courage will die, if England loses justice will die," to which another wisecracker retorted, "Then Allah will not allow England to lose, for justice cannot die."

While we policed the world we stood for justice, and opportunism is proving a poor substitute. Funny, old, obstinate, arrogant, intolerant, inflexible John Bull ruled a vast portion of the earth for the undoubted benefit of its inhabitants and for an unsophisticated ideal represented by the flag.

He made no concessions to the vociferous and no compromises with expediency. He believed in fair play, but he made the rules and enforced their observance. He legislated for Britain as a whole, not for any one vested interest, and it was a greater Britain than we know to-day. He believed in the motto, "Let the Englishman keep the Sabbath and everything else he can get," and to it he might have added the Arab proverb, "Act first. Then talk about it... if you must."

Nobody Loves A
Fat Girl.

By Mrs. JAMES RODNEY.

SOMEHOW or other American men have acquired the reputation of being the most considerate of the opposite sex. Rightly or wrongly, every girl feels that America would be her "stamping ground." In that country would her feminine charms be truly appreciated. There, and there only, would her cold smile be rewarded by orchids and her boudoir flooded with the graceful, long-stemmed American Beauty roses. No wonder the girl living under the Stars and Stripes has poise and self-confidence. "Her men adore her" is often heard at a "just out" debutante's luncheon in London.

While I visited in the United States this winter I was asked to some of the gay dances at the various smart "Prep" schools and universities. The boys were splendid dancers, and I noticed one side of the room lined double with "extra" men who had not brought girls.

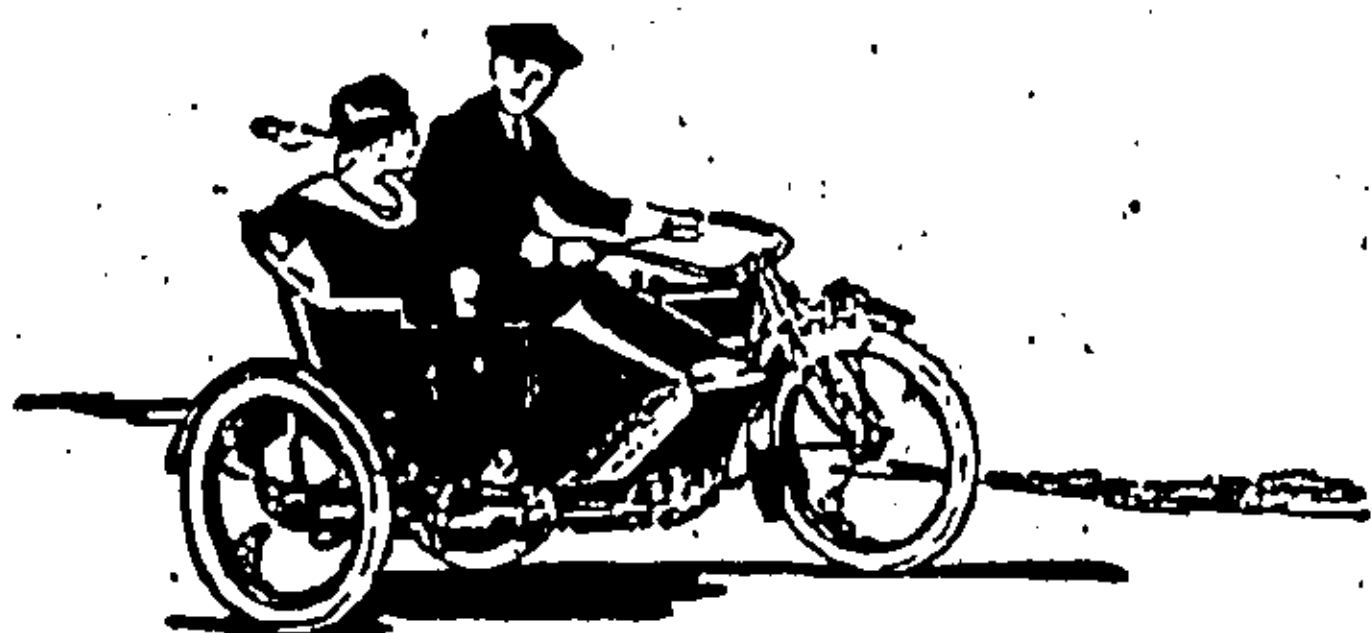
I began the dance with one athlete, but was scarcely in the swing when other arms were about me and on we went. Then a light

(Continued on Page 7.)

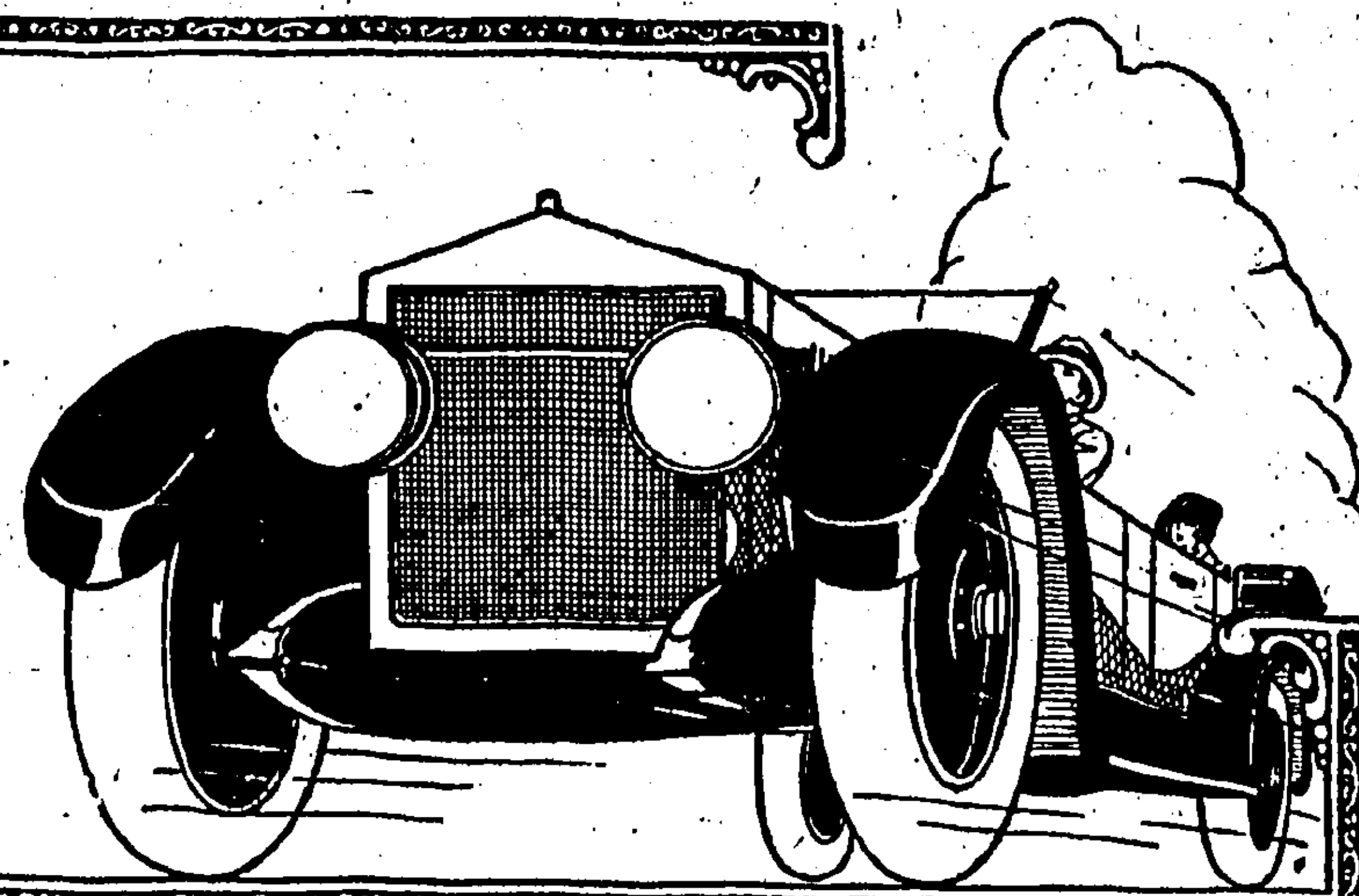


"I knew I was forgetting something. I wanted to get a mystery thriller to read on the way."

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH
SATURDAY, 28th. MARCH, 1931.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



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1931

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To sum up: They are
Still more Unapproachable for 1931.

Inspection Invited

SINCERE'S

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CURRENT COMMENT

Concrete v Asphalt

In view of the fact that concrete roads are being laid in Kowloon, we reproduce an article by Mr. Francis Wood, M. Inst. C. E. which recently appeared in the technical journal of the *Manchester Guardian*. It is of special interest to Hongkong, for not only do we take a pride in our roads, but it is obviously of great importance that we do not commit ourselves to a costly programme of road building on lines which have proved a failure elsewhere. It is generally understood that the cost of a reinforced concrete road is exceedingly high, and it does appear doubtful, after perusing Mr. Wood's article, whether concrete highways will give anything like the service of asphalt roads. Indeed, an example is quoted of asphalt road surfaces standing up after from 30 to 50 years' surface, in contradistinction to which, concrete roads have shown cracks after from 2 to 8 years. Where traffic was heavy, speed had actually to be reduced owing to the bad surface condition. Another point is that even concrete roads are invariably carpeted with asphalt! We do urge, therefore, that all possible data should be collected before the concrete road is definitely adopted in Hongkong, for it must be remembered that the Colony has ample supplies of excellent granite for foundations, and judging from some of our earlier asphalt roads, there is convincing evidence that, when laid properly, asphalt will stand up to both local climate and traffic conditions.

Horns Forbidden!

Since July, 1930, a most interesting experiment has been conducted throughout Finland, a police regulation decreeing that motorists must not use horns and similar noisy instruments for warning pedestrians and other cars. At the end of eight months, it has been discovered that accidents have decreased by as much as 24%. The result is indeed impressive, and gives rise to the hope that a new era will dawn when the cities of the world will not be made hideous by the incessant tooting and screeching of motor horns. The recording of fewer accidents is, perhaps, the logical outcome of insisting on quieter conditions, because it naturally follows, that drivers and pedestrians are thereby compelled to exercise the utmost caution. Whereas pedestrians are accustomed to listen for warning from approaching vehicles, the onus is placed on them that they make sure that it is safe to cross a road. Drivers are also influenced to take greater note of pedestrians and other traffic, and that dangerous practice of "driving with the horn" is immediately eliminated. Finland has certainly given an excellent example to the world. In Hongkong.

Of course, "hornless cars" may be quite safe in many countries, but there are other places where the total discarding of warning signals would not be advisable. In Hongkong and the densely populated cities of the Far East, it would be almost impossible to do without motor horns entirely, for the simple reason that the streets are generally narrow and the footpaths insufficiently wide to carry the heavy pedestrian traffic. Nevertheless, there is not the slightest doubt that horn-blowing is excessive, and frequently unnecessary. It is gratifying to know that the Police are taking action in the matter, and we trust that the good work will continue. The annoyance is, apparently, thoroughly appreciated by police officials, for several prosecutions have been taken place against drivers who have disturbed the sleep of the "limbs of the law." It is rather unfortunate that police quarters are not situated in the centre of the city.

On Wednesday evening, shortly after 7 p.m., a characteristic little incident occurred in Chater Road, which must have impressed a group

ROAD SCENE AT NAPIER AFTER THE RECENT EARTHQUAKE.



The worst disaster in New Zealand's history occurred on February 3rd, when a large area of the Hawke's Bay district, North Island, was devastated by a most severe earthquake. The above photograph shows the scene on the embankment at Napier, where great fissures opened in the road, and motor vehicles using the highway at the time, dropped into the cracks.

79TH BIRTHDAY.

Studebaker Celebrates
its Anniversary.

NOW TAKES LEAD.

South Bend, Indiana.—Studebaker celebrated its 79th anniversary on February 16. The occasion served to emphasize the virility of this ancient institution which in the past twelve months

of American Naval men that Hongkong is determined that the stranger within its gates shall not walk. The group in question were leaving the Cecil Hotel, and no sooner had they appeared in the doorway, than two cars dashed across from the public vehicle stand in a race to secure fares. Within a few seconds, they were followed by several others, until the roadway was completely blocked and a truly disgraceful scene resulted. Even when two of the vehicles had been engaged, the drivers experienced some difficulty in getting away, because the fearless pirates appeared loath to leave, thereby making it difficult for the visitors to drive away. It is really astounding that this sort of thing should be permitted, and it is not the first time that we have drawn attention to the matter. We have previously urged that public hire drivers should be instructed that they must fill up the stands from the rear, and the leading cars should move off as engaged, the others moving up in turn. Visitors who experience cars running at them, may well carry away the impression that Hongkong is "some city."

has captured a leading position in the automobile industry by its development of the greatest single engineering advancement in two decades—Free Wheeling with positive gear control.

Studebaker's traditional pioneering spirit, reflected by this important contribution to the cause of modern motordom, finds root in one of the most colourful backgrounds in America's industrial history. The vast organization, which to-day boasts actual net assets of more than \$100,000,000, came into being under the humblest of auspices.

On Feb. 16, 1852, two brothers, Henry and Clem Studebaker, opened a small frontier blacksmith shop on a modest capital of \$83. But cash was the least of their resources. Imbued with indomitable purpose and unshakable faith in the future growth and expansion of their country, the two youths counted themselves rich in will to succeed. Shortly after the business was established, a third brother, John Studebaker, joined the firm.

By the end of the century, Studebaker had become one of the largest vehicle builders in existence, enjoying a world-wide reputation for the craftsmanship and quality of product. As time and transportation methods changed, the business kept pace.

The first Studebaker gasoline car was built in 1904. It was a far cry from the present champion Studebaker motor car, but it was "oneer." In a field the future extent of which even the most optimistic prophets of the day could not and did not foresee.

Studebaker products to-day consist of three great lines of seasoned championship Eight with Free Wheeling and a new low-priced Studebaker Six with Free Wheeling, introduced at the New York Automobile Show this year. Studebaker Eight consists of The World Champion President Eight, The Famous Commander Eight and The New Dictator Eight.

By its incorporation in the New Studebaker Six, Free Wheeling now becomes available in the moderate price field. Thus, thousands of motorists who were denied its thrill and thrills heretofore because of cost may now enjoy them in a car well within the means of their pocketbooks.

Studebaker also manufactures a full line of low-priced trucks of 1-1/2-ton and 2-ton capacity, as well as a complete complement of delivery cars, buses, ambulances, funeral cars and special police and fire equipment. All are built to Studebaker's traditional standards of workmanship and are powered with Studebaker-built six and eight cylinder engines.

As the sponsor of Free Wheeling, Studebaker definitely holds the spotlight on the motoring stage to-day. This is especially true since the makers of America's two finest cars—Pierce-Arrow and Lincoln have adopted Free Wheeling for their 1931 models. That this epochal innovation has found favour with the motoring public is graphically indicated by sales which since the introduction of Free Wheeling last summer have raised Studebaker from tenth to fifth place in registrations in the United States.

1931 HARLEYS

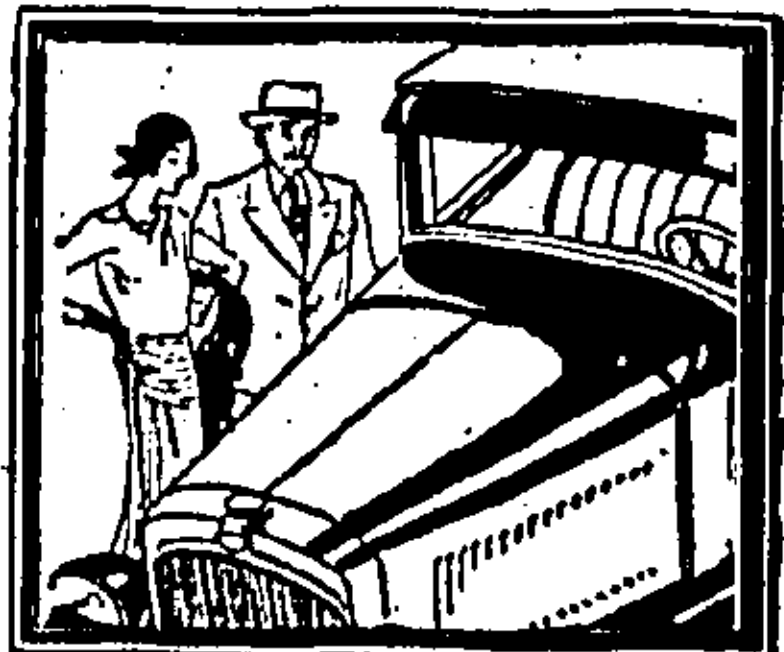
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**A
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CAR?**



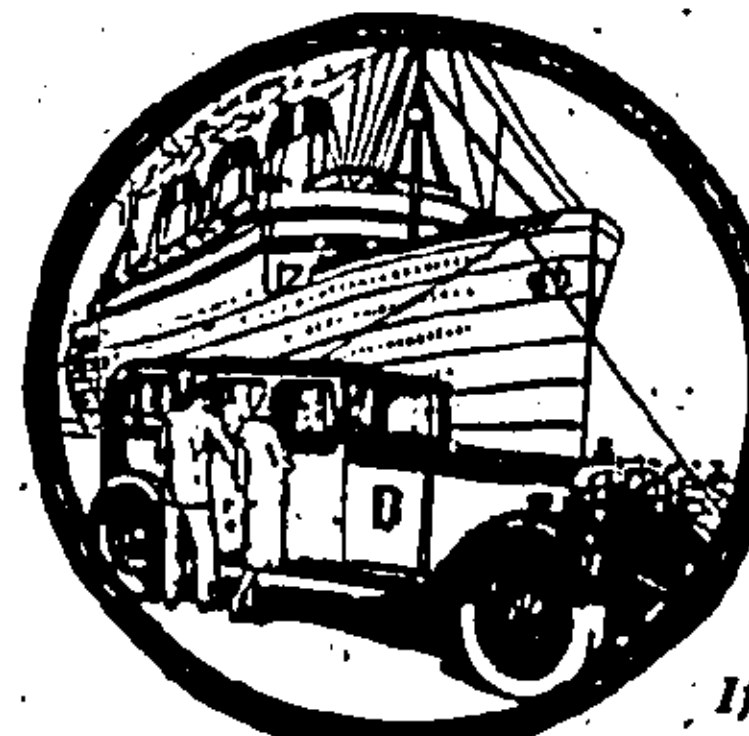
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15: 7: 6:	£165: 7: 6:

Balance of £165: 7: 6: to be paid in 18 monthly instalments of £9: 3: 9:	
To Deposit paid	£ 50: -: -:
5 instalments of £9: 3: 9:	45: 18: 9:
	£ 95: 18: 9:

FINAL ADJUSTMENT.

To re-purchase price—65% of £200	£130: -: -:
Rebate on interest	6: 8: 11:
	£136: 8: 11:
Less 13 instalments still due	119: 8: 9:
Cash handed to Purchaser	£ 17: -: 2:

ACTUAL COST OF MOTORING FOR SIX MONTHS.

To Deposit and five instalments paid	£ 95: 18: 9:
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	£215: 7: 6:
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or £13: 3: 1: per month.	

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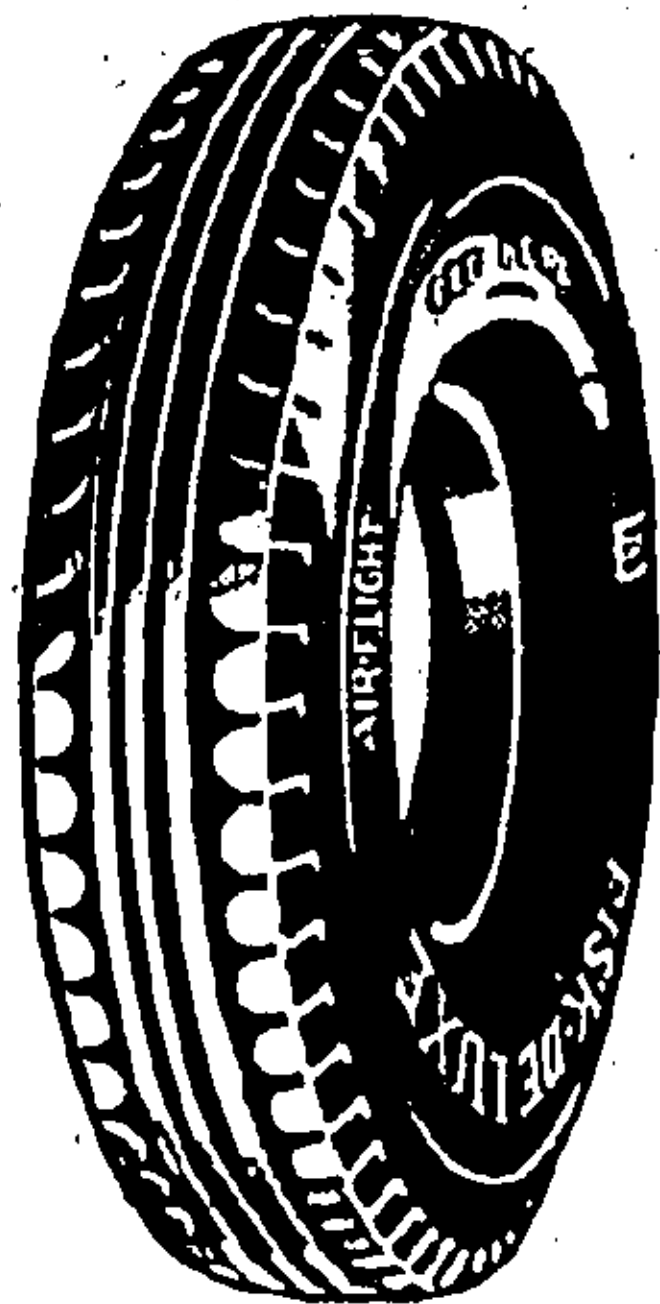
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20 YEARS OLD.

Many Old Buicks Still Giving Good Service.

1904 MODELS.

One hundred and fifteen motorists in widely scattered sections of the United States today are driving Buick cars that have seen twenty or more years of service. In many instances the venerable old automobiles are still in the service of original purchasers, while the others have been in the used car market two, three and more times.

The existence of these old Buicks, some of them dating back to 1904, was discovered recently in a nation-wide state by state survey of Buick registrations. These Buicks, ancient but still running and serviceable, were two and three years old when President Roosevelt sent the United States battle-fleet around the world in 1907.

In all states of the country the official figures disclose the yearly models of cars registered. In these figures the investigators found the basis of Buick's reputation for durability and service. A final check showed 73,271 Buicks on the highways that had completed ten or more years of service; 2,500 that have been in use for fifteen or more years, and 115 that have been running more than a score of years.

The survey included cars registered up to August 1, 1930. With the addition of these latest figures from the factory records it was found that the grand total of Buicks in operation on January 1, of this year, was approximately one and a half million cars.

On the basis of national population of 122,000,000 people, these figures give evidence that one person out of every 81 in the United States is driving a Buick, and, on the accepted estimate of persons to a family, they indicate that about one family in every twenty owns a Buick.

Nash Convertible Cabriolet Makes International Appeal



MUCH of the interest in new models at the recent New York Motor Show centered around the Nash display where a new French-type Convertible Cabriolet for four passengers—Model Eight-81—made a successful debut.

This new Nash model, evolved as a result of research by Nash engineers during visits to Europe, was especially admired by Emil Salmson, Sweden's leading motor car merchant and Vice-President of the Royal Automobile Club of Sweden, who was the guest of Mr. Nash and of the National Automobile Chamber of Commerce during the show. Mr. Salmson stated that the new Nash Convertible Cabriolet meets, almost exactly, European tastes in cars of this type. Mr. Salmson, standing beside the new Eight-81 in the Nash booth at the New York Motor Show, placed the first order with the factory for the new Nash Convertible Cabriolets.

This dual-purpose Nash car, which may be changed quickly from a winter proof enclosed model to a dashing, top-down, touring car for tropical use—and vice versa—is the only automobile of its type in the Nash price field. Previously, models of this type were available only in custom-built cars costing two or three times as much.

Nash offers this interesting car on two chassis—Model Eight-81 on a 121-inch wheelbase, and Model Eight-71 on a wheelbase of 116 1/2 inches. While these new models were designed primarily for international markets, their outstanding success at the New York Motor Show presages a vogue for them in the United States where motorists, tired of the confinement of the conventional sedan, apparently have been waiting for a car of just this type.

Nash Presents New Straight-Eight Touring Car for Sport.

ALTHOUGH the past decade witnessed a growing preference for enclosed body types, certain important motor car markets still experience a brisk demand for open type cars.

Catering to a special motoring group, comprising sportsmen, travelers, and tourist services, The Nash Motors Company has designed the new Straight-Eight seven passenger car pictured above.

Like its companion models, it is powered by the famous Nash Twin-Ignition, Valve-in-Head engine of 115 brake horsepower, and has the delightfully quiet "safety" transmission with silent second gear. All the other mechanical refinements of the Eight-80 Series are also incorporated in this new touring model.

Long, low and racy, this fleet tropical favorite is built on a 133-inch wheelbase chassis. Upholstery is of heavy duty leather, exterior and interior fittings are lavishly plated with chromium and no detail has been omitted to provide the utmost in open-car luxury and comfort.

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30 Cwt. to 10 Ton Loads

20 to 70 Passengers

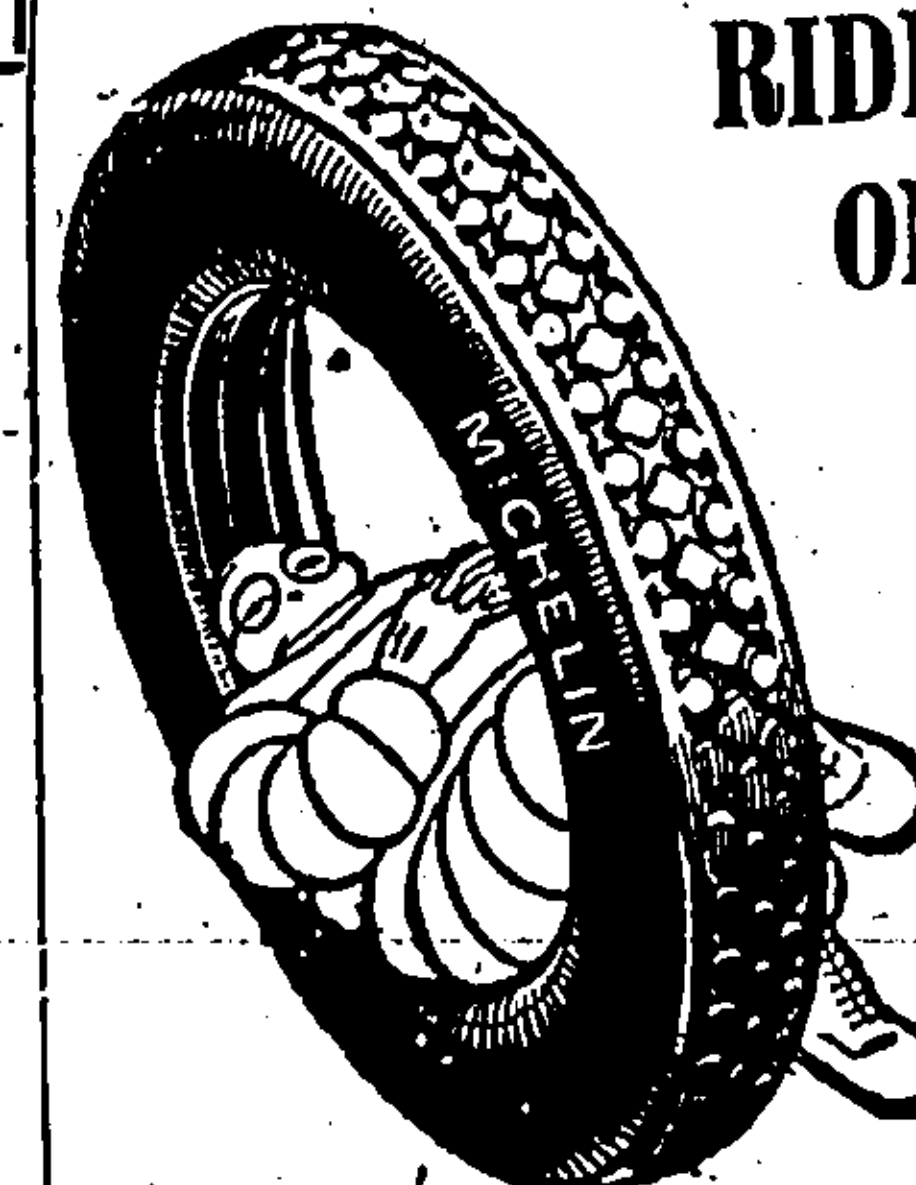
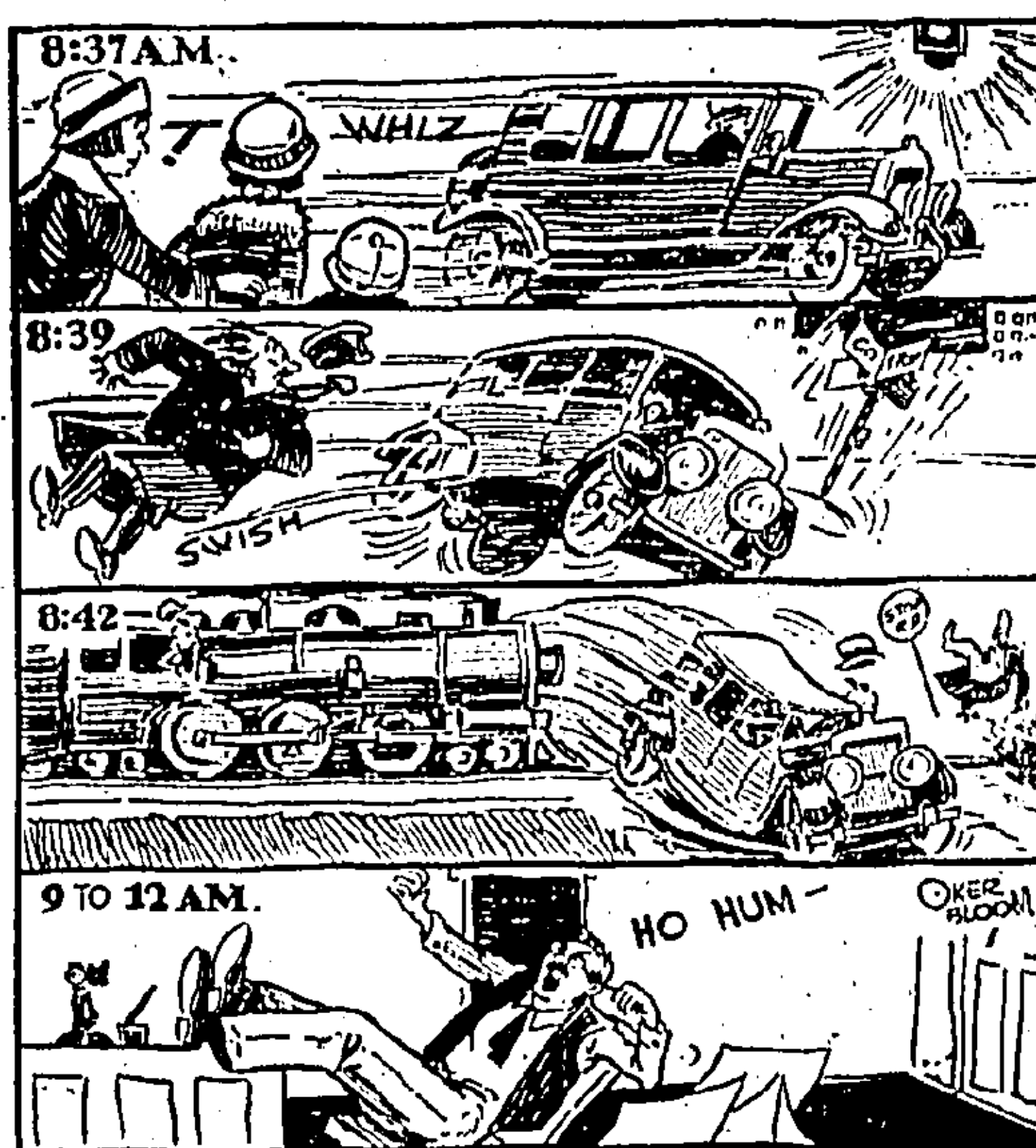
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Hongkong Telegraph

Pictorial Supplement

March 28th. 1931.

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We have those ties ... but we want you to have them. If you will come and inspect our new acquisitions in Spring Ties, we know that many of them will sell themselves without a prompting word from us.

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Thousands engaged in the production of "Anchor" Butter.

Behind the "pat" of Anchor Butter that you buy from your grocer stands the largest Co-operative Dairy Co. Ltd. in the world. The N.Z. Co-op. Dairy Co. Ltd. keeping thousands of men engaged in farming—Chemists—Tradesmen—and all with one object—to produce Butter and other Dairy Produce of the choicest quality.

Is it any wonder that so many housewives call it "The World's Best?"

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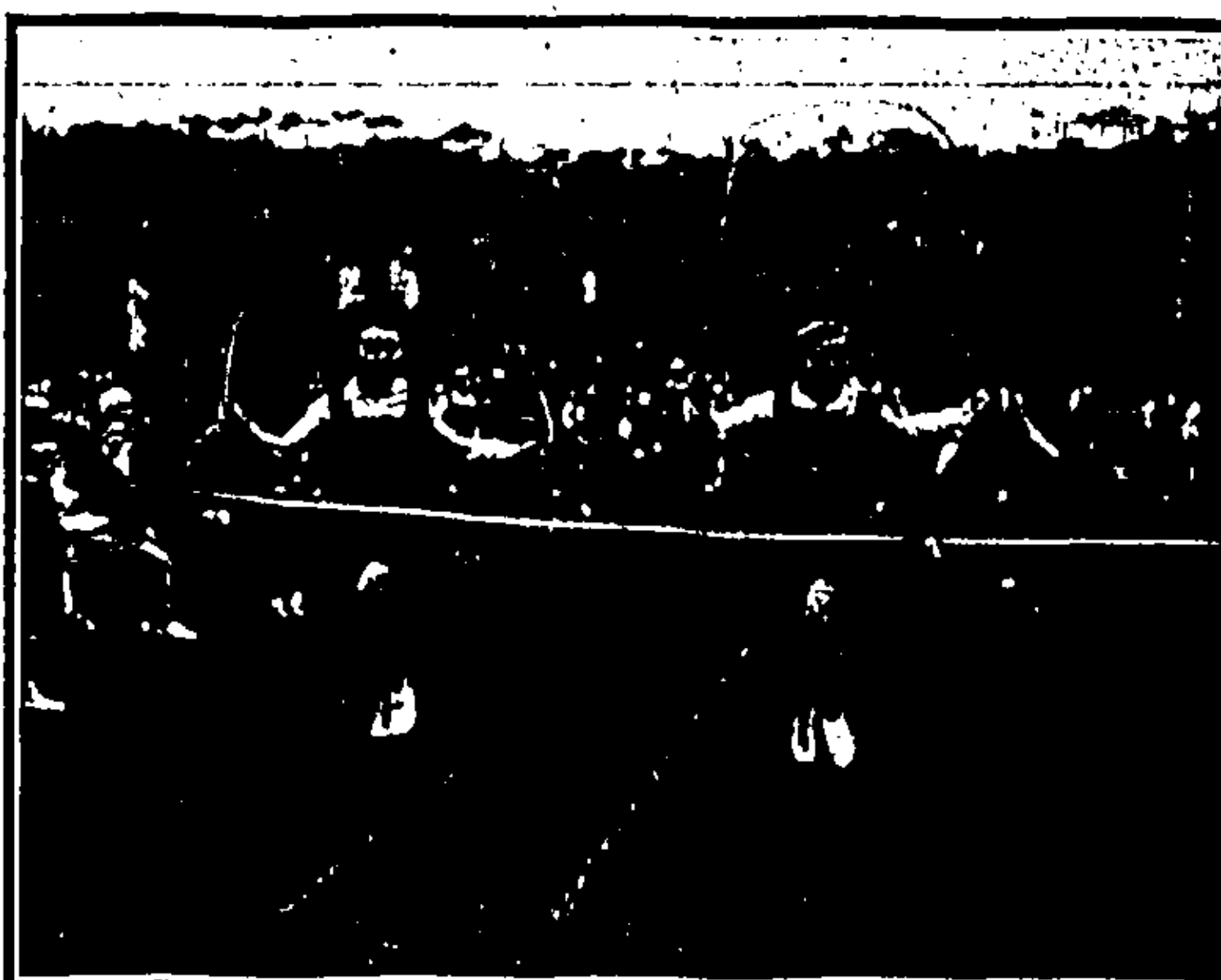
This group was taken on the occasion of the opening by Lady Peel of a handwork exhibition at the Po Leung Kuk, the Chairman of which, Mr. Tam Wun-tong, is seen in centre of front row, on Lady Peel's left. (Photo: A. Fong).



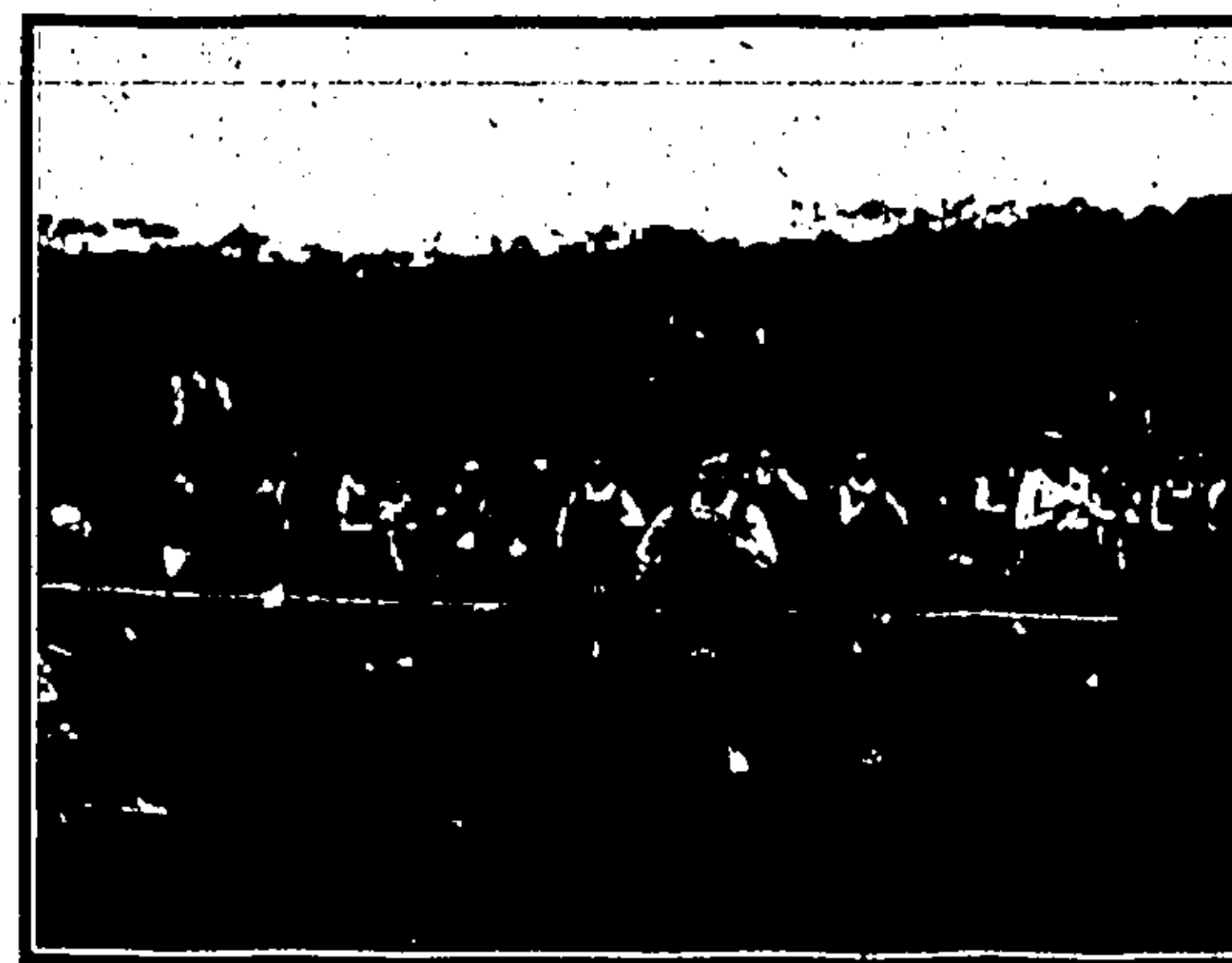
Group taken at the recent wedding of Mr. John Barnes and Miss Gertrude Rowbotham. Mr. Stuart Deacon gave the bride away. Mrs. F. M. Deacon was matron of honour. Miss Irene Deacon was bridesmaid. Miss Winifred Hartridge flower-girl, and Mr. A. W. T. White best man.



A new era for the work of the Po Leung Kuk was begun on Monday, when H.E. the Governor laid the foundation-stone of the institution's new building at Leighton Hill Road. Tributes were paid by His Excellency to the activities of the institution in the interests of women and girls. The above group was taken after the ceremony. (Photo: A. Fong).



A keen finish in the skipping race at the Central British School sports. (Photo: Mee Cheung).



The Central British School sports at King's Park on Saturday were a big success. Here is shown the finish of one of the girls' races. (Photo: Mee Cheung).



These competitors had a great struggle for first place in the sack race at the C.B.S. sports. (Photo: Mee Cheung).



Mr. H. F. Carmichael, formerly of Messrs. Carmichael and Clarke, Hongkong, has for the second year been chosen as Mayor of Worthing, Sussex. This photograph was taken at the "At Home" given by the Mayor and Mayoress at the Pier Pavilion.



Mr. Homer L. Ferguson, President of the Newport News Shipbuilding Co., instructing Mrs. Calvin C. Coolidge, how to swing the bottle that christened the new mammoth liner, President Coolidge. Others seen in the picture are Mr. and Mrs. R. Stanley Dollar, Bishop A. C. Thomson, Mrs. John Coolidge and Miss Diana Dollar.

BRITAIN'S EYES ON SOUTH AMERICA. BIG TRADE OPENINGS APPARENT.



Bermuda was the first stop on the itinerary of the Prince of Wales, and at the left he is shown stepping ashore at Hamilton, there to be welcomed officially by F. G. Roundthwaite, with whom he is pictured at the right. Above you see the Princes, after they arrived at Le Bourget Field, Paris, en route to Spain on their South American tour. The map, lower centre, shows the route and ports of call for the royal party after passing through the Panama Canal.

If Britain fails to win the bulk of South America's export trade, it will not be the fault of the Prince of Wales.

Britain has weighed up the world situation and come to the conclusion that South America is the best market to go after. Russia is definitely out, Asia is a waiting field, owing to the expansion of Japanese business.

England used to be paramount in a business way in South America before the war. But during and after the war the United States took the lead. Her products poured into the southern

markets. Her money financed South American governments and industrial undertakings. England found herself in second place, even there, found Germany desperately striving to dislodge her. So for the past two years England has had South America heavily on its mind.

Big Exhibition. It sent a business delegation headed by Lord D'Abernon to investigate the possibilities of expansion and has now opened a big trade exposition in Buenos Aires. The Prince has performed the opening ceremony.

Besides the United States, both France and Germany are closely watching the effects of this last trade drive of the British.

The French take a cool objective view of it. France is not a great exporting country. She is not as keen on markets as America, England and Germany. But French opinion has its value and, according to an article recently written in one of the big French papers, many of the cards in South America at the present time favour the English.

Being French, they take the political view of things. It is this. During and after the war, America, by clever dollar diplomacy, got a stranglehold on South American business. But after awhile there were difficulties. American interference in the government of Central American republics, American landing of troops in Nicaragua, American occupation of Haiti all aroused suspicions and fears in the South American mind. There was a fear that under the guise of the Monroe Doctrine, the United States was trying to assert not only a business and financial, but also a political hegemony over the entire New World.

In the new governments that have been set up in most of the South American countries the French see a new deal, with a very good chance for England to win the game.

German comment does not fasten on the political side at all. It does not indulge in speculation, but gets right down to the facts which favour England in her new drive.

FIRST—Intensive propaganda designed to make South Americans believe that, though America and Germany may sell goods cheaper, English goods means quality. The English are making light of American and German mass production and pointing out that "Made in England" means the best that money can buy—superior value even if the price is a bit higher.

SECOND—England has an ace in the hole as against America and Germany in that it still is mainly a free-trade country and is still an open market. Germany, for instance, has put on some tariffs which tend to keep out Argentine beef and mutton. The Smoot tariff has put up such a huge wall around the United States that South American goods cannot climb over it. England eats a considerable portion of Argentine meat and Argentine wheat.

THIRD—Through her banking connexions in South America, England has embarked on a business programme which pleases the South Americans. England mainly pays cash for her South American imports. When it comes to exports, she arranges for long and easy credits, which make payments from South America less onerous.

FOURTH—And finally, England always has been a heavy investor in South American railways and similar undertakings. They have English managers and directors who see to it that England gets the preference for steel rails and other materials, even though the prices may be higher. The same is true of the coal requirements of these railways and other industries.

U.S. Controls Utilities. This is somewhat counter-balanced by the fact that in recent years American capital has secured a firm grip on the street railways and other utilities where elec-

CHARLES FARRELL.

Fame Has Not Turned His Head.

"Do you like Charlie as well as you thought you would from having seen him on the screen?" A Pressman asked that question of a fair young visitor in Hollywood just after she had met and lunched with Charles Farrell for the first—and probably the last—time.

"As well—I like him heaps better," she replied.

Charlie had stood the test. So many film players who are worshipped by fans throughout the country, prove disappointments if any of these fans are fortunate enough to meet them face to face. But Charlie is different. His stock always goes up after a personal meeting.

Not a Bit Conceited. There is a good reason for this. Most people expect to find film stars a bit spoiled and conceited. Farrell is neither. In fact, he is no different than he was six or seven years ago when he was making the rounds of Hollywood's studios begging for work of any nature. He still is just a big-



hearted, cheerful kid, troubled a little by the responsibilities of being a star, but not enough to make him lose any sleep.

Of course, he enjoys the luxuries life affords now whereas he couldn't a few years ago. But his beach home and small yacht are

tricity plays a large part. These things apply particularly to the Argentine, which is the richest and most prosperous country in South America. According to the last figures published, those for 1929, England took 25 per cent. of the Argentine's exports, Germany 15 per cent. and the United States only 10 per cent. On the other hand, America supplied 25 per cent. of the Argentine imports, England 20 per cent. and Germany 12. But the Argentine now has adopted a slogan which bodes no good to American business. "Comprá a quien nos compra." "Buy from the people who buy from us."

regarded only as places where he can have recreation and entertain his friends in an informal manner. Never as marks of the social position to which he has risen.

Charlie works hard these days, too—even harder than he did as a struggling actor trying to reach the top. Making pictures is a serious business with him, even though he makes a point of having all the fun possible while doing so. Right now he is in the midst of "The Man Who Came Back" with Janet Gaynor, their sixth together.

Likes Janet's Work. "I like playing with Janet better than anyone else I ever have worked with," the actor said. "We understand each other, for one thing, and, in addition to that, she puts her whole heart into every picture. That is important to me as I have found out that I can't do good work

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The world's finest eye-
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OPHTHALMIC OPTICIANS
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Fellows of the Worshipful
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Insurance Service

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YOUR CHILDREN'S EDUCATION
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PAY PREMIUMS IN HONGKONG DOLLARS AND
CONVERT TO STERLING WHEN REQUIRED.

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A man aged 30 pays HK. \$569 per annum to provide HK. \$10,000 payable in 15 years. Premiums CEASE at his death and policy remains in force for full amount. Premiums returnable with 31% simple interest in event of child's death. If exchange goes to 2/- during the currency of the policy it can be converted to £1,000 without any payment in respect of back premiums.

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Health and Happiness

Gibbs Dentifrice keeps teeth safe and sound

Men and women with perfect, beautiful teeth realise how wise Mother was to teach them about Gibbs Dentifrice in Nursery Days.

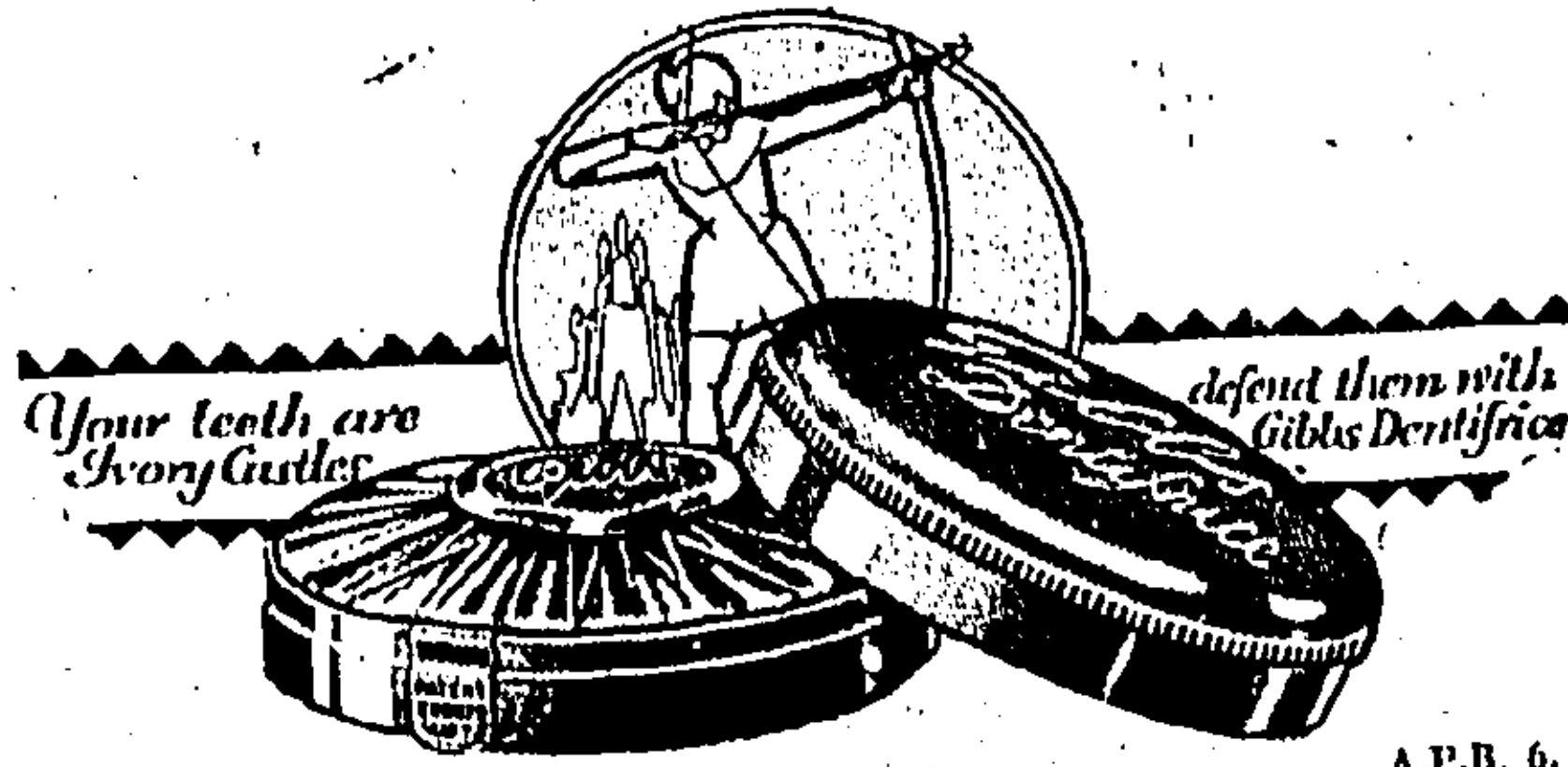
Then, as now, they loved the clean refreshing taste of Gibbs Dentifrice.

Into every crevice and interstice of the teeth, the flood of fragrant antiseptic foam penetrates—to clean away everything that could cause decay. Into corners no toothbrush could reach, Gibbs Dentifrice goes—cleaning safely, surely. And the natural pearly lustre of the teeth is brought out by the gentle polishing agent that never scratches, not even at the danger line where teeth meet gums. For men, for women, for children—Gibbs Dentifrice is safe, sure, wholesome.

Besides it's so handy. Easily packed, tidy—never spills. Buy your case to-day.

Gibbs Dentifrice

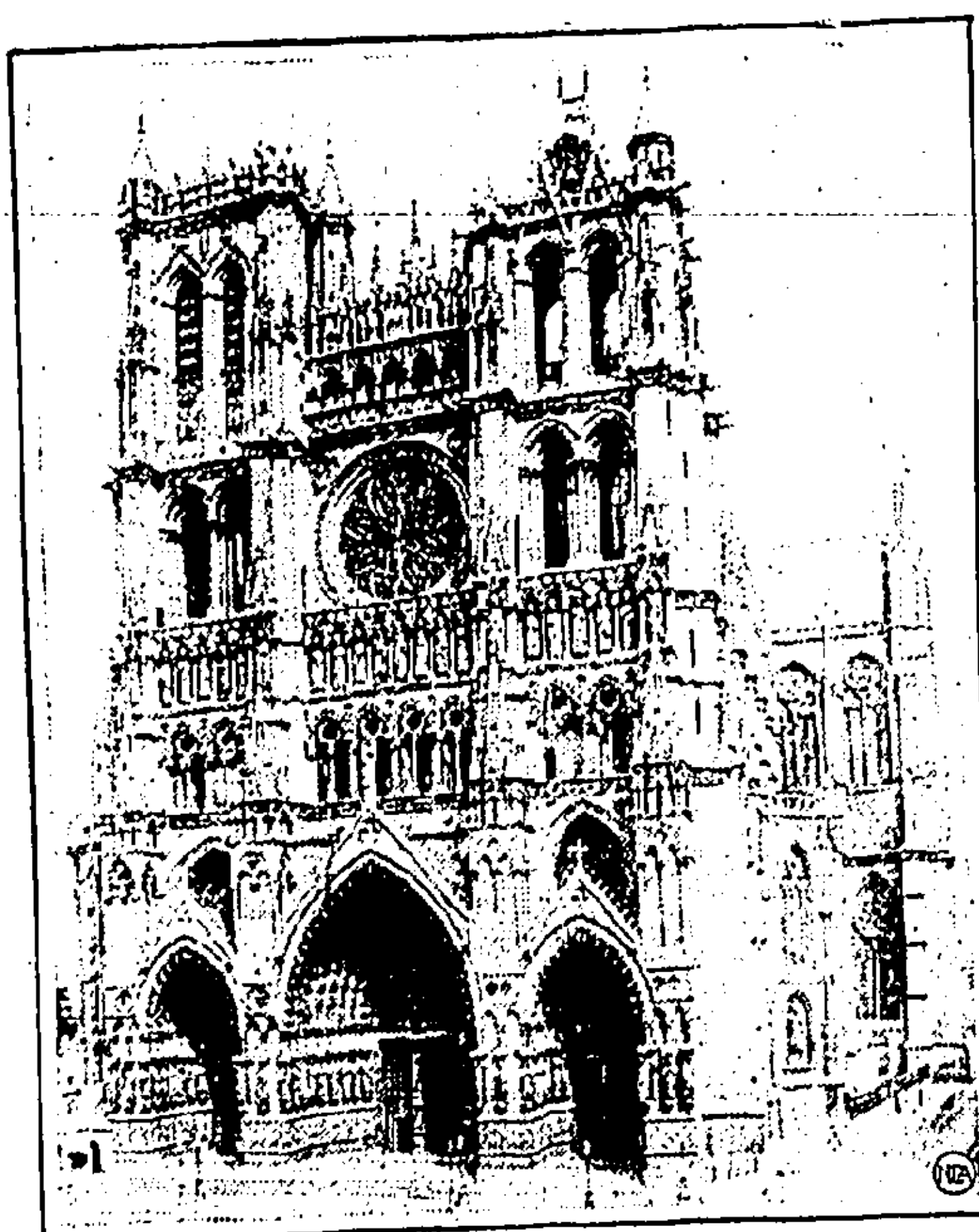
BRITISH MADE



A.P.B. 6.

AMIENS CATHEDRAL.

Typifies Power and Elegance.



A rare combination of mighty power and graceful elegance of architecture make the cathedral at Amiens one of the world's most magnificent structures.

The cathedral was begun more than seven centuries ago, the first stone being laid in 1220. It took 60 years to build the main structure, although the towers were not completed until the 15th century.

The plan of the cathedral was drawn by Robert de Luzarches. The unusually rich and varied sculptural adornment of the exterior dates from the best period of Gothic art.

The west front was called the "Bible of Amiens" by John Ruskin, who wrote a book about it, because the whole Bible history is chronologically told in the quarter of the relief on the basement.

The facade, flanked by two square towers, has three portals decorated with a profusion of statuary. The portals are surrounded by two galleries, the up-

per of which contains 22 statues of the kings of Judah.

Statues, reliefs, ornamental tracery, pinnacles, gargoyles, decorated buttresses and pinnacles are applied to the fabric in profusion, but in the whole there is perfect rhythm.

Smiling angels, the "Virgin and Child," "The Last Judgment," martyrs, saints and confessors are among the crowning features.

The same union of grace and beauty that characterizes the exterior can be seen in the interior, as the visitor wanders around the choir to the apse with its radiating corona of seven chapels.

The building is 442 feet long and 194 feet wide.

Twice in the last 60 years Amiens felt the mailed fist of Germany at war. In 1870 the city fell captive, but suffered no injury. However, during the World War they played havoc with the church, battering in many of its glorious windows as well as part of its stonework.

here's another fashion revolution

If you think there's never anything new, start studying these fabric combinations approved for spring

ALMA ARCHER

stylist, of Haas Brothers fabric corporation, who designed material for the models introduced here.



telling it with the daisies . . . a navy blue flat crepe makes the skirt, the upper part of dress and jacket being daisy print of Algerian Red white navy accent



contrasts in a town frock of pistachio green . . . the sleeve and shoulder section is basquenet wool mesh . . . skirt and jacket of matching wool crepe romantique



tailored, heavy sheers are smartest of all, this Barnett model being a petal-crepe double georgette, worked with cirred braid and patent ornamental belt



not what you'd wear to church . . . though the ground shade of the printed jacket is a new stained-glass-window-blue . . . the other shade is picked up from the almond pink of the chiffon evening frock



going scotch with a vengeance . . . chic, sheer worsteds adopt kendaleir plaid patternings in townwear suits . . . the blouse is Renee flat crepe



FASHION this spring has decided to throw away just about everything and start all over. For this year, every spring costume should be spontaneous, alive and responsive to the personality of the woman who wears it. The combinations of color will be unlike any ever produced before, and some of the contrasts of fabric against neighbor fabric will be as unconventional as ice cream smothered in onions but, I may say, vastly more appetizing.

Color contrast is of course no novelty, and everyone is familiar with satin-with-crepe and chiffon-with-lace, but the innovations which will spring to the eye along with the gay little springtime banners of the crocus this year will be to fashion as new and charming as a mating of the orchid and the rose.

An upheaval necessarily has taken place in the dye pots. For a season demanding entirely new versions of color, the familiar combinations such as navy-and-yellow will be abandoned in favor of lighter-than-navy or darker-than-navy with a yellow about the shade of lemon but not the shade of egg yolk, which was familiar, and charming, too, a year ago. These gentle contrasts, so arresting and yet so suave, must be maintained consistently not only in the silks, both plain and printed, but also in the woollens.

A WHITE jacket may have a black skirt in the same crepe woolen, whereas the blouse will introduce an additional contrast of white Moleskin satin. A gray flannel skirt will boast a brown jacket of Rio Ondo tweed. A triple Belogia chiffon evening frock in white will gain a perky note in its flat Renee crepe jacket of apple green. The most delicate Jordan almond pink chiffon dancing dress will be finished bewitchingly with a jacket of Aphrodite printed chiffon in stained-glass-window blue relieved with the same almond pink of the dress.

And all form the paramount fashion of contrast! A dress may be print above and plain crepe below with a jacket in the print of the top of the dress. Another may reverse the order.

The only sure test for a correct contrast choice is an hour before the mirror. If the mirror reflects just a mass of opposites, the picture is wrong, but if the color and fabric differences blend in an effect of complete synchronization emphasizing the individual personality, the costume is right.

The fabrics for this spring are no jumble of uncertainty. They easily incorporate themselves into the costume without precipitating any breath-taking, violent contrasts. A matching endive green wool mesh forming the sleeves and shoulders modestly accents the lines of the wool crepe Roman-tique town frock with brief bolero jacket.

WHILE the rough, spongy rustic woollens predominate, old time favorites such as smooth, tightly-woven worsteds and other crepe de chine weights mark the newest trend in woollens. This means the starring of serge, fine twills, reps and tight crepes. This trend is as yet discreet and those who like to think ahead in their purchases will do well to plan a costume with one of these worsteds in the coat using the unexpected color of the pattern in the small design printed crepe or Moravia dress as a liaison, with the pastel ground color of the print acting as the contrast.

Eyellet embroidery, jerseys, and shantung, comprise noteworthy repetitions in spring dress fabrics, but Petal-Krepe double georgettes, triple Belogia chiffons, printed silk roman, printed Chunda cantons, flannels and worsteds are the newest material entries.

Color contrasts in the development of ensembling of costumes proves the place of the monotone crepe frock. The smarter women will choose more often the muted colors, indicating the return to dusty pastels, whereas gaiety will be the more popular priced keynote. These more sober hues for spring may lead to an outbreak in the summer of a surge of vivid hues. A subdued and flattering Colonial rose is one of the newer silk shades, this color practically dispossessing turquoise from its seat of supremacy in many shops. Picrust yellow, pistachio green, hydrangea blue, terra cotta, chamois beige and lapin beige are some of the colors now being mentioned for interpreting the Chunda canton day frocks in muted pastels.

SMALL-SPACED designs and all-over small prints are scheduled for the greatest style importance in daytime wear, while almost every woman will wish to introduce in her wardrobe at least one lively phase of fashion through an amusing stripe, plaid, dot or print of Persian derivation. These gay, entertaining prints supposedly sprang from an association of ideas of designers with the coming French Colonial Exhibition in Paris, and are unsurpassed for play dresses, pajamas, or any other purpose which permits tossing dignity to the winds.

Crisp cottons are smart only if a sufficiently good one is selected to warrant excellent workmanship, and will remain smart only as long as the crispness lasts. So look to your laundress!

Wool dresses remain outstanding, wool crepes and voiles being the most important. Rompins and other wool crepes often are varied with small armures in the weave. The rustic coatings and suitings introduce irregular flamme or random threads to relieve the patterns of the flat light weaves, but almost altogether in monotone.

There is widespread discussion of the importance of the all-fabric idea in spring coats. Spongy woollens and the newer smooth worsteds will vie for these honors. Darker-than-navy, black, putty beige, sand beige and few rosy beiges and grays will dominate the spring coat woollens for street types. Most everyone is looking forward to this fashion return of beige with interest. This marked woollen trend has brought out many printed silks stressing gray and beige touches to relate the gray and beige woollens. Colored ground prints are paired with the dark basic ensemble shades for contrast.

The Gem of The Far East — The 'FELIX ROUSSEL'

OF THE COMPAGNIE DES MESSAGERIES MARITIMES



MARCH 28, 1931.

THE HONGKONG TELEGRAPH, SPECIAL SUPPLEMENT.

MARCH 28, 1931.

LUXURIOUS SHIP DUE SOON.

Service Between Europe and Japan.

That the Company "Compagnie des Messageries Maritimes" believes in keeping ahead of the times, will be clearly demonstrated by the arrival of the magnificent Diesel Liner, the M.M. "Felix Roussel," due to arrive in Hongkong early next week. This ship is the latest addition to the large fleet of this well-known Company, and she has now taken her place in the regular traffic linking Europe with China and Japan. The "Felix Roussel" is one of seventy vessels that fly the same house flag.

The name of the liners of the Messageries Maritimes is always chosen with the greatest consideration, and it is in honour of the late and former Chairman of the Company, that at its meeting of 5th. October, 1925, the Board of Directors decided to attribute the name of "Felix Roussel" to one of their latest ships in memory of the immense services rendered by this notable personality.

The "Nautonaphte" "Felix Roussel," built at Saint Nazaire, France, is propelled by Diesel engines, and the liner contains a number of interesting innovations. Her two funnels have a quadrangular shape, and an upper bridge is situated between them to give access to passengers desiring to reach the highest parts of the ship. In many other respects, special facilities have been provided to ensure that those travelling in this super-ship, shall have ample room for promenading or indulging in various forms of sport. She is the first liner having cabins with balconies, a novel and highly desirable feature.



Grand Staircase Leading To First Class Dining Saloon.

DIESEL ENGINES.

Capable of 14,000 H.P.

FIVE LARGE DECKS.

Propelled by Diesel engines capable of developing 14,000 horse power, this super-liner represents the last word in marine engineering. Her principal dimensions are—

Length (overall) 568 feet
Breadth (at Promenade Deck) 69 feet
Depth (C Deck) 48 feet
Her tonnage is 21,000.

There are five decks running forward and lettered A to E. The superstructure consists of Boat and Promenade Decks topped by the Navigating Bridge, which is over 60 feet above the water load line. The "Felix Roussel" has a carrying capacity of—
196 First Class.
113 Second Class.
90 Third Class.
670 Steerage.

In case of necessity, the steerage accommodation can be raised to 800. Accommodation for First Class Passengers is on Boat Deck D and C Decks, for Second Class aft on B and C Decks, and for Third Class forward on B and C Decks.

A large elevator running on a 60 feet course carries the passengers to the various decks and takes them down to the luxurious Swimming Pool situated in the depths of the great liner.

Another interesting feature is a special Writing Room with Library attached, containing technical, economical books as well as a

MODERN ASPECTS.

Public Rooms de Luxe.

LARGE SWIMMING POOL.

In addition to the Cabins de luxe, there are twenty-two other First Class cabins which are also provided with balconies, which have the desirable effect of greatly increasing the aeration of the rooms. The greatest care has been taken in the decorating, as the following brief descriptions will show: The First Class Dining Room draws its style from the monuments built in the 13th Century at Angkor Wat. (Kmer Period). The Grand Stairs leading to the Dining Room are bordered by two admirably sculptured balustrades representing an enormous snake ending at the extremities by two "nagas" copied from those situated at the entrance to the famous Angkor Wat Temple. In the associated details, sculptures of the windows, wall panelings, doors, furniture etc., the Art of the Angkor Wat Temple has been scrupulously respected.

The First Class Drawing Room is situated on E Deck, and is completed in the 6th. and 7th. Century styles (former Kmer, Siam, Preahuk period). It is a magnificent room, in the centre of which is an inviting dance floor.

The Smoking Room strikes a warmer note with its walnut ceiling, floor and furniture of the Renaissance style. An outstanding feature, and incidentally, a novelty, is that it is surrounded on three sides by a large verandah. A large and thoroughly modern barber's shop and a ladies' hair-dressing saloon fitted with the latest electrical equipment are situated on C Deck. On the same deck are the Surgery and Dispensary, replete in all requirements, while the Purser's and the Company's Offices are near by.

No modern liner is complete without a Swimming Pool, and in this respect also, the "Felix Roussel" is splendidly equipped. The pool has a depth of eight feet at the deep end, and is entirely overlaid with delightfully coloured tiling creating an enchanting effect. All around are disposed small dressing cabins with hot and cold fresh water laid on. A small bar is also at the disposal of passengers, and one can visualise many happy hours with a happy throng enjoying "a dip in the briny" under such ideal conditions. There is ample lifeboat accommodation for the full complement of passengers and crew, and these are slung on twenty-two sets of davits. Two motor boats equipped with wireless installation are also provided.

good selection of modern works, which will be found invaluable to travellers who desire to study or continue their work in quietness.

The public is cordially invited to visit the Ship during her stay in port.

*From the "Crack-Nause" ship
*From the "Crack-Nause" ship

MANY FEATURES.

Electric Appliances.

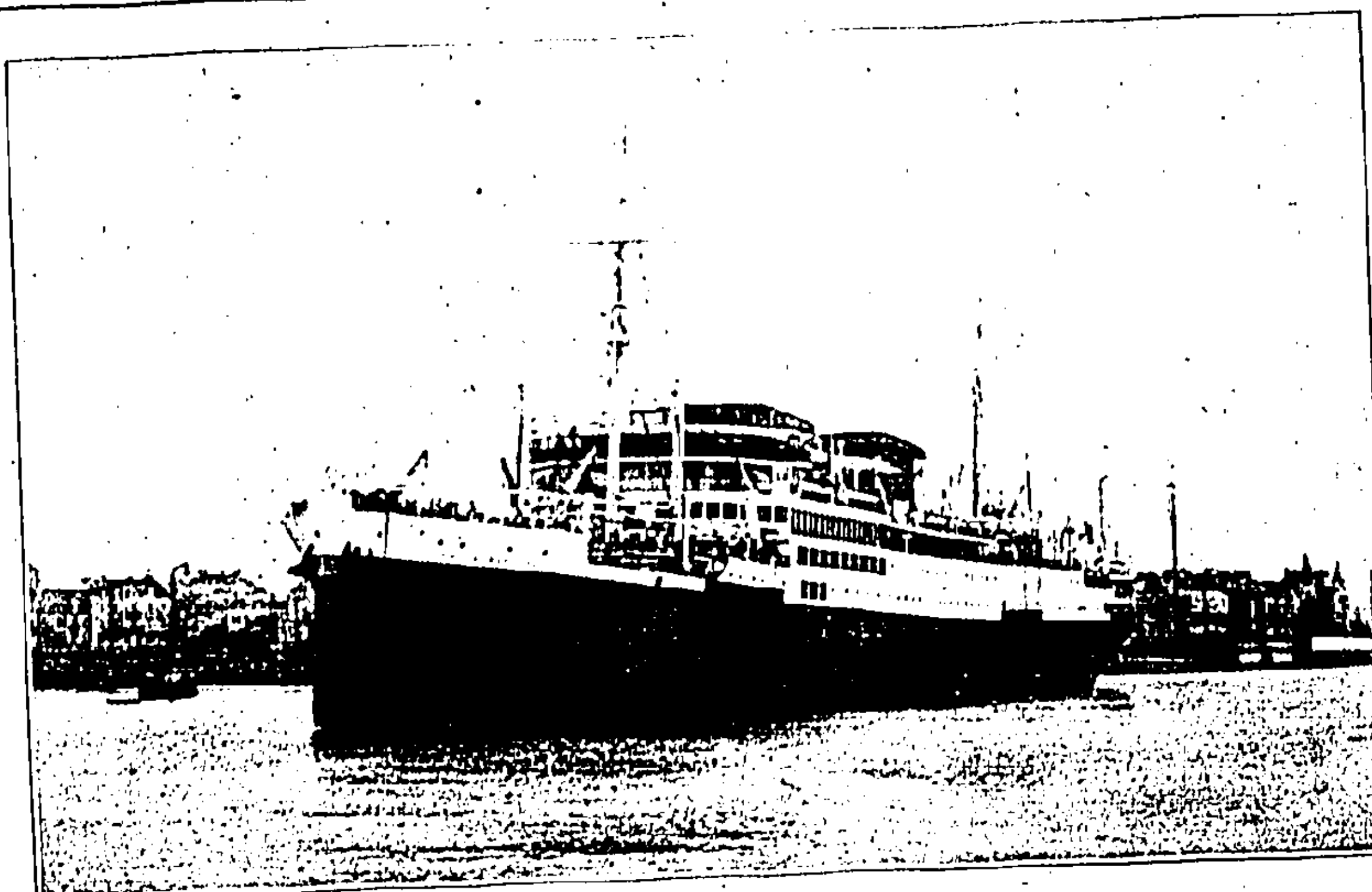
NO EXPENSE SPARED.

Electricity plays an important part in the "Felix Roussel," the many appliances on board being as comprehensive and perfect as modern science can make them. They include wireless, telegraphy, radiogoniometer, gyro compass equipment, electro hydraulic steering apparatus, and an extensive electro transmitting order system, enabling the Commander to communicate his orders to every part of the ship.

The electric lighting, schemes, heating, cooking and various other power installations leave nothing to be desired, being of the very latest types procurable.

The kitchens, such an important department in any up-to-date vessel, are indeed outstanding examples of what this more domestic aspect should be. Every conceivable device has been employed, and passengers are assured of a cuisine which may indeed be described as excellent.

There are many other features which cannot be described here owing to the lack of space, but it may truly be claimed that the "Felix Roussel" can rightly take her place amongst the world's latest luxury ships. No expense has been spared in providing the ideal environment for the traveller, and when she arrives in Hongkong, another era will have been established in luxurious and comfortable passenger transportation between Europe and the Far East.



IDEAL FOR THE TROPICS.

Cabins Provided with Charming Verandahs.

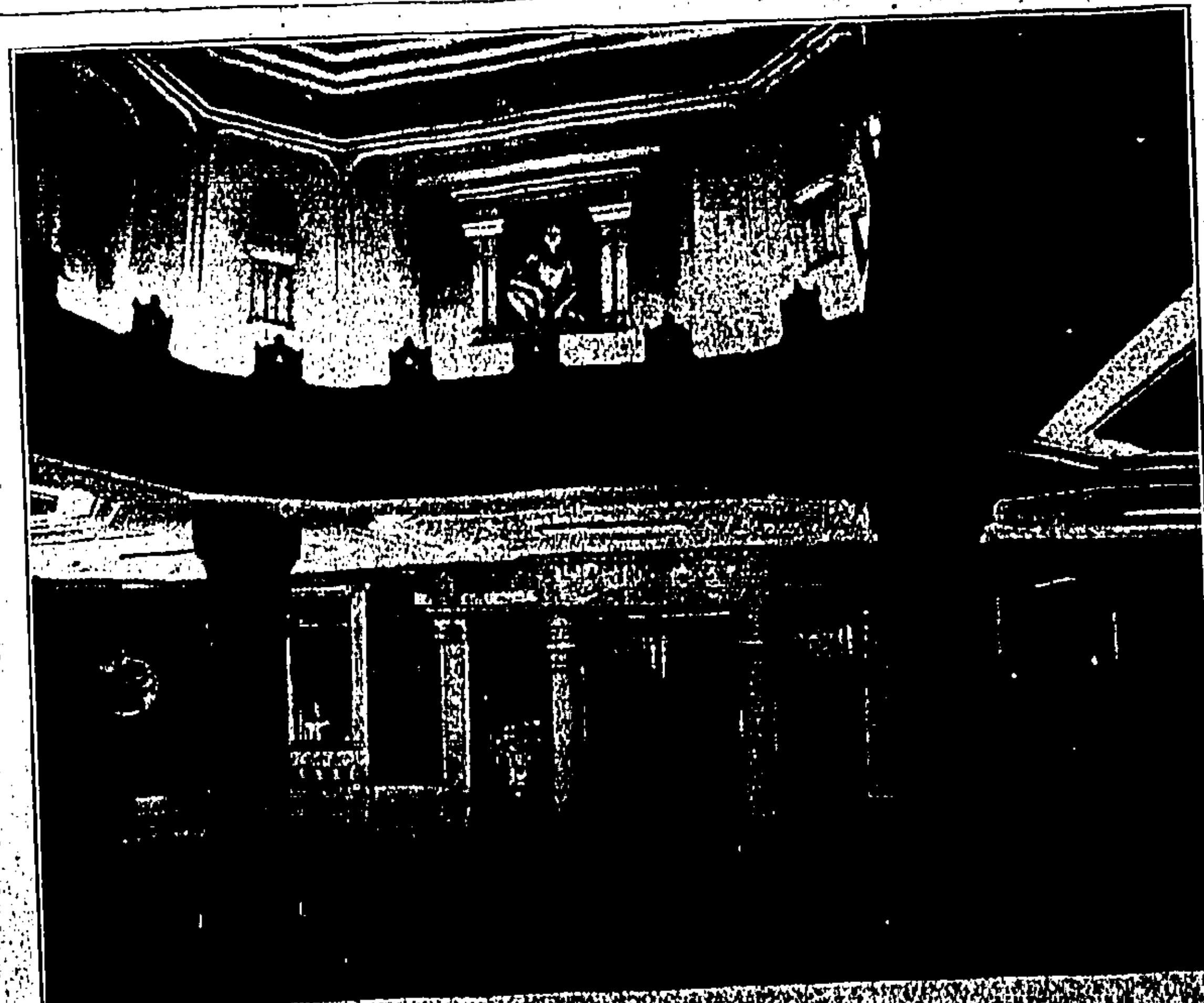
The M.M. "Felix Roussel" embodies many novel features which will meet with the keen appreciation of passengers travelling on her. She is the first French Liner having cabins with balconies, a most desirable feature when voyaging through the tropics. The suites and state rooms, known as "cabins de luxe" and "semi-luxe" respectively contain beautiful bathrooms panelled in marble. All the furnishing is in harmony with the wall decoration which embraces exquisite panels representing violets, jasmine, lilies, wild roses and primroses. Twin beds have been adopted, and the whole of the appointments are in keeping with the general scheme. Luggage rooms also communicate with these suites. The balconies are charmingly furnished with varnished teak and rattan armchairs and tables. The Public Rooms comprise a Ball Room, Lounge, Social Hall, Smoking Room, Cocktail Bar and Children's Room. In all the Public Rooms, unusually large windows indicate that there will be no trace of "stiffness" when travelling through tropic zones while, of course, the ship's automatic ventilating system is on the very latest lines.



One of the Spacious First Class Cabins.



General View of Ship's Deck.



View of Ship's Deck and Saloon.

THE ASPHALT ROAD.

Longer Wearing and Better Than Concrete.

BRITISH AND AMERICAN CONTRASTS.

The modern road, says Mr. Francis Wood, M. Inst. C.E. (Member), in an article contributed to *The Commercial (published by the Manchester Guardian)*, is undoubtedly the asphalt road or the road in which bitumen is employed. (The word "Bitumen" is used here because asphalt is really a composition of bitumen and a mineral aggregate). The writer has just returned from the Washington Roads Congress, and he has been able to make an examination of 3,000 miles of all types of roads in New York, Washington, Detroit, certain county and State roads of Maryland, Virginia, North and South Carolina, Georgia and Florida, and some in Canada.

Concrete roads there have been and are being laid by the mile. They have been so ubiquitous that it might be inferred that we in this country were very much behind the times in not adopting them. It is only after examination and close inquiry that one realises the exact position. Those who are in a position to express an opinion neither make adverse criticism nor take a favourable view of any particular type of road, but simply say that they are laying the cheapest form suitable for the traffic that uses it. It may be concrete in one instance, asphalt in another, surface treatment in a third and so on.

Roads used to be nothing more or less than "Dirt" that is, they were formed out of the soil of the

district—and in America we had the opportunity of seeing many such roads under reconstruction and of appreciating what they were like. It is almost unnecessary to explain that they were rough, irregular, and so dusty that it was impossible to travel behind another vehicle except at a distance of about half a mile. None of these roads had a foundation such as we in this country would recognise, and it follows that in reconstruction it has been necessary in most instances to remove the soil and replace it with the only material available to act as a foundation—cement concrete. In two States a peculiar form of limestone has been discovered which when crushed and tipped into the road forms a very good foundation after rolling—apparently quite equal to concrete or any other form of construction. The surface is then covered with a bituminous composition to form the actual wearing surface.

We were accompanied by representatives of the State Departments, and we asked as we travelled over these concrete roads how long they had been laid. Every time they would look at the road; if it was cracked badly the period would be eight to ten years, or if the cracks were not prominent it would be two or three years! Whenever we approached a town, the concrete roadway was almost invariably badly cracked, and sometimes so uneven that the speed of vehicles had to be

materially reduced. It was therefore not surprising to hear from one of the principals of a Department that they invariably laid the concrete so that at any time a surfacing material could be laid on the top of it without interfering with the levels of footpaths.

The writer was informed that 85 per cent of the concrete roads in New York State were now covered with asphalt. A road in Madison Place, Washington, was being constructed under the eyes of delegates from all parts of the world. During the week of the Congress this road was excavated and a concrete foundation was put in and finished with a bituminous surface. We were taken over roads in Washington constructed with asphalt that had been laid thirty and fifty years ago, and which stand up with an even and regular surface to the traffic of today.

Weather and physical conditions in America are totally different from this country, of course. There the weather is hot for long periods; in Virginia we were told that no rain had fallen since March, with the exception of two very short periods in June and July which they regarded as of no account. This lengthy period of dry weather was exceptional, but from what one could gather their roads are invariably dry. There are no hedgerows or fences; in the country the average road is above the surrounding land, and where it is not there is a dyke or drainage ditch cut so that the water can be kept out of the road even through capillary attraction. All town roads are far wider than in common in England. The traffic consists almost entirely of motor-cars; during the fourteen days' travelling we did not see a lorry of any kind except where the roads were in course of construction, and these vehicles were fitted with twin pneumatic tyres. One was forced to the conclusion that in large towns asphalt road construction was the most acceptable and satisfactory, and that eventually it would spread into the country where the roads that were being constructed or improved with what may be termed a "foundation surface."

In the British Isles weather conditions have a material effect on the road structure; there is difficulty in keeping it free from moisture, hence the importance of making the composition forming the structure a watertight mass. It has been found that although 9½ to 10 per cent of bitumen in a sand surfacing mixture would be satisfactory in the United States, it is necessary in this country to increase the percentage to 12 and 13. This difference accounts for the shiny appearance of the

asphalt here as compared with the dull appearance in America. They do not complain of skidding, but it is more frequent here on account of the necessity for keeping the substructure watertight. Any rain or drizzle thus remains on the surface and reduces frictional resistance. The modern method is to lay the asphalt pavement and make it waterproof in the ordinary way, and then to throw on the surface before it is cold chippings that have been previously coated with bitumen. The chippings are tamped into the surface, where they remain slightly above the composition and give a roughened surface which is very effective without injuring the composition beneath.

Attempts are being made to employ a fairly high percentage of small stone in the composition of the asphalt, making it porous to a certain extent. This may have an initial success with light traffic, but its eventual failure or success is dependent on weather conditions and on the volume of heavy traffic with solid tyres.

There are different classes of bitumen; the tests usually applied are whether it is soluble in carbon bisulphide or not, and its melting point. There are a number of other important tests, but the melting point is important because if the bitumen has not to be subjected to any great heat it indicates that very little fluxing oil is necessary to bring it to the consistency required. If it has a high melting point a large proportion of fluxing oil is necessary, which may or may not have a considerable percentage of volatile oils. If the mixture is laid hot these oils will evaporate during the process of laying or subsequently, and the composition thereby becomes harder or more brittle as time passes. If the bituminous composition is laid cold, it is expected that the very light volatile oils that must be over in the fluxed bitumen will almost immediately be absorbed into the atmosphere and the harder contents remain behind to act as a binding agent.

In America oil is almost a drug on the market, and a "feedback" bitumen likely to give good results can be obtained much more cheaply than here, where all oil and bitumen have to be transhipped. Naturally the volatile oils are the more expensive, and as they disappear into the air the cost of that portion must be put against the cost of using a bitumen virtually free from volatile oils, which must be used hot.

£85. MOTOR CAR.

Another Triumph for British Engineering.

50 MILES P.G.

Only a few weeks after the arrival of the long-awaited £100 car comes news of a new car which will be sold for the astonishing price of £85.

This is to be marketed by the Rover Company of Coventry, and will be fully guaranteed.

The actual details of the specification are not as yet available, but it is stated that it will be a full-sized car capable of carrying four passengers in comfort. It will have a maximum speed of 50 m.p.h. and will do 50 miles to a gallon of petrol.

It is over 18 months since work on the car was begun, and several models have been undergoing strenuous road tests for the last four months. Recently five of them were driven from Coventry to Porlock Hill in Somerset, where they emerged successfully from tests on this famous gradient.

Independent Springing. A particularly interesting feature of the car is found in the suspension. The wheels are sprung independently, and it is stated that this not only contributes largely to the comfort of the passengers, but that it also makes the car particularly suitable for overseas use. Many of the tests, indeed, through which the first models of the new car have passed, have been over rough, potholed surfaces of a Colonial type. The suspension, it is understood, has enabled these to be taken at high speeds with absolute comfort.

In an interview, Col. Frank Searle, managing director of the Rover Company, said that he thought the introduction of this car would open up motoring to a vast new field. He compared the market for motor cars to a pyramid; at the top of the pyramid stood the few people who could afford very expensive cars, and as one approached the base one found over-increasing numbers of men and women who came into the market for very low-priced vehicles.

The advent of the new Rover, which is the first "two figure" car to be marketed in Great Britain, is a triumph for British engineering. It will be sold on terms suitable to the working man's pocket, and since it will be equally suitable for home or overseas use it should enhance the prestige of the British motor industry. It is expected that the car will be available in about two months' time.

It Gives us Pleasure

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FIAT 520

SIX-CYLINDERS

A TRULY EXCELLENT CAR

At a Reasonable Price.

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FIAT

AGENTS.

Spare Parts Dept.

CHINA BUILDING

Fourth Floor.

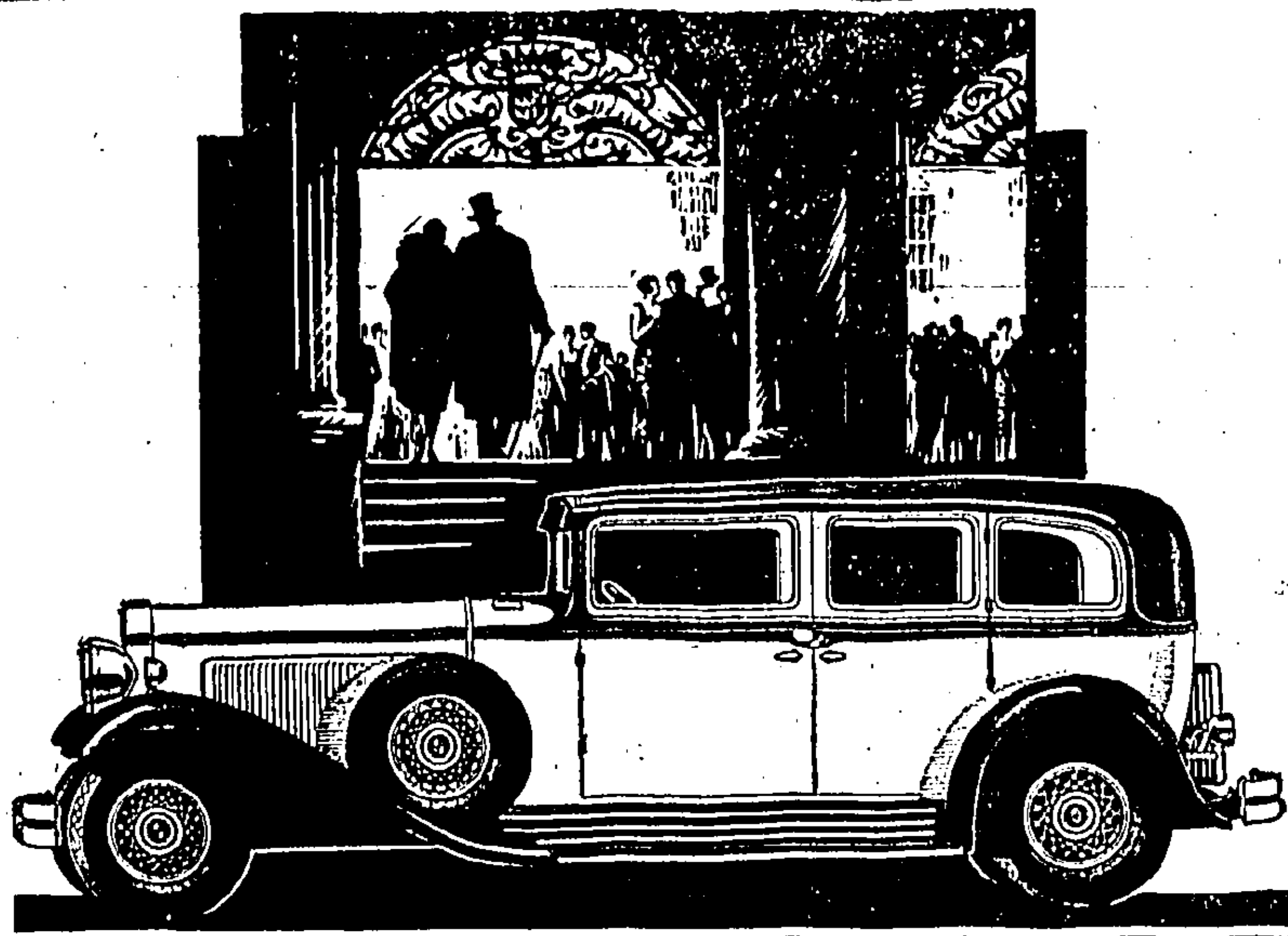
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THE MOTOR UNION
INSURANCE CO. LTD.
Incorporated in England
(Under the auspices of the Automobile Association)

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A CREDENTIAL OF QUALITY

WHEREVER smart crowds and smart motor cars gather you will find the Nash. For Nash is a symbol for quality among the motor cars of the world.

The most beautiful car ever to carry the Nash insignia is shown above—the Eight-95 Limousine for seven passengers.

With its 115 horsepower Twin-Ignition Straight-Eight engine it is the most powerful car ever built by Nash. And it is the car which stands out as a masterpiece against a traditional Nash

background of more than a decade of fine car engineering and skillful designing.

This new Nash Straight-Eight offers everything a discriminating motorist could desire—beauty—style—smartness—luxury—comfort—and powerful performance! This Limousine and seven equally smart Eight-90 series models supply all the advantages of expensive car ownership—but without the usual penalty of excessive cost.

We shall be happy to demonstrate any model at your convenience.

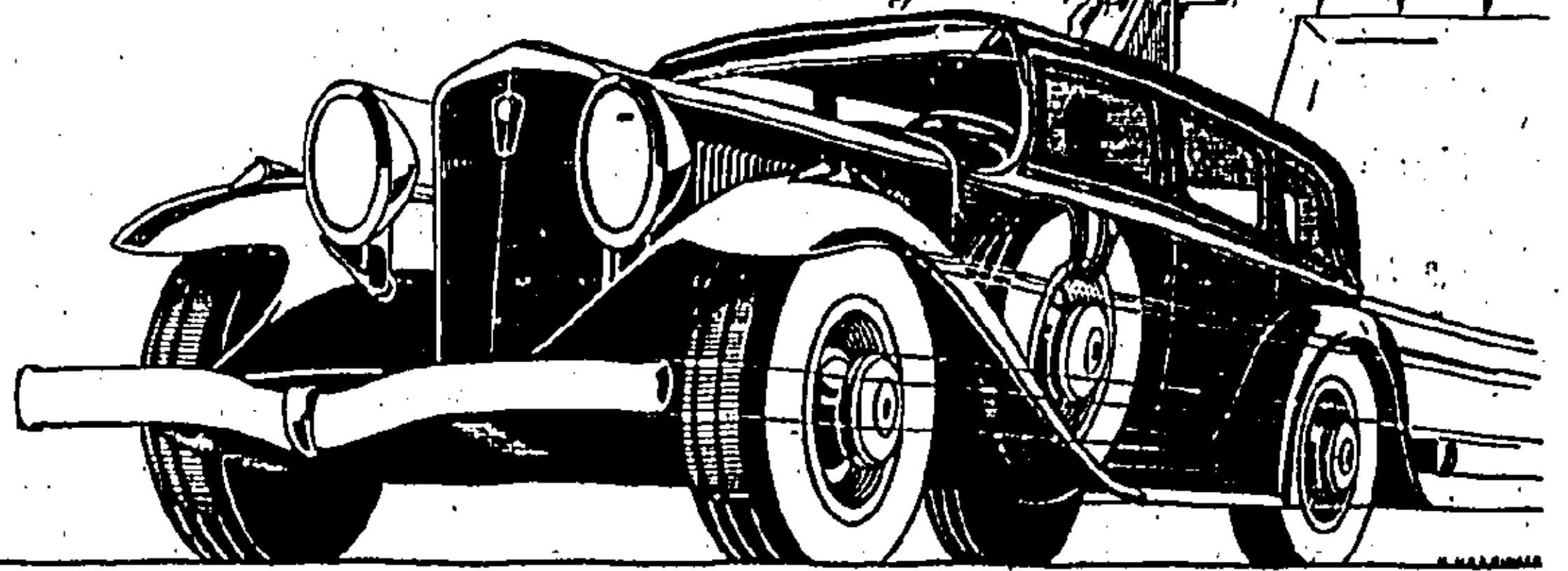
The Oriental Motor Co.

353, Hennessy Road, Hongkong.



Enjoy
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--- all cars must offer
it soon!



STUDEBAKER

FREE WHEELING with positive gear control is widely acclaimed as the most important development in automotive engineering since the electric starter. The interest displayed in Free Wheeling by visitors at the motor shows, indicates that all new cars must soon adopt this remarkable advancement. Free Wheeling, as perfected by

Studebaker, harnesses momentum and puts it to work—allows the engine to "rest" two miles out of every ten—effects a saving of 12% to 20% in petrol and oil. It enables you to change from second to top silently, at any speed, without using the clutch. The amazing proof awaits you here in your first trial run in any new Studebaker Eight.

THE HONG KONG HOTEL GARAGE

25, Queen's Road Central.

and at STUBBS RD.

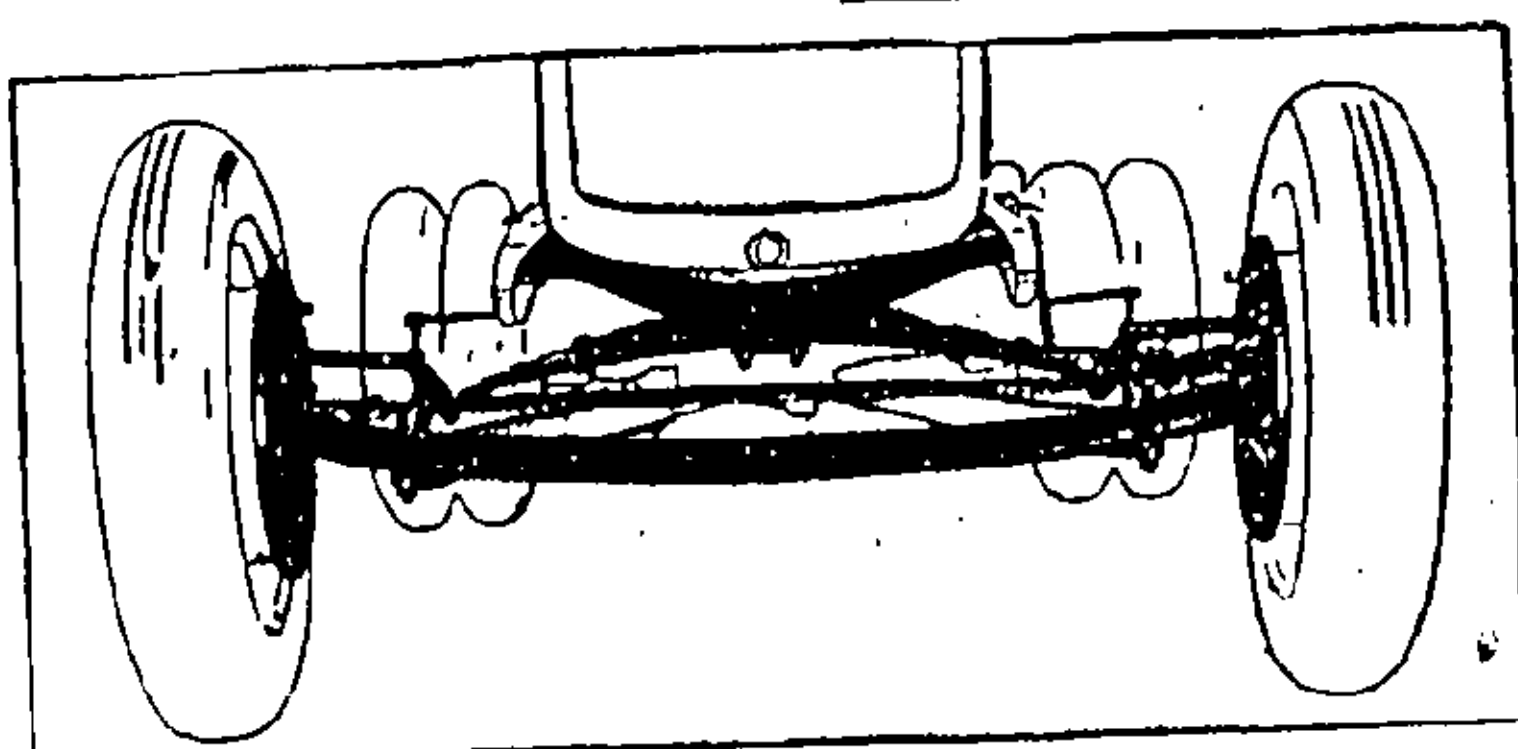
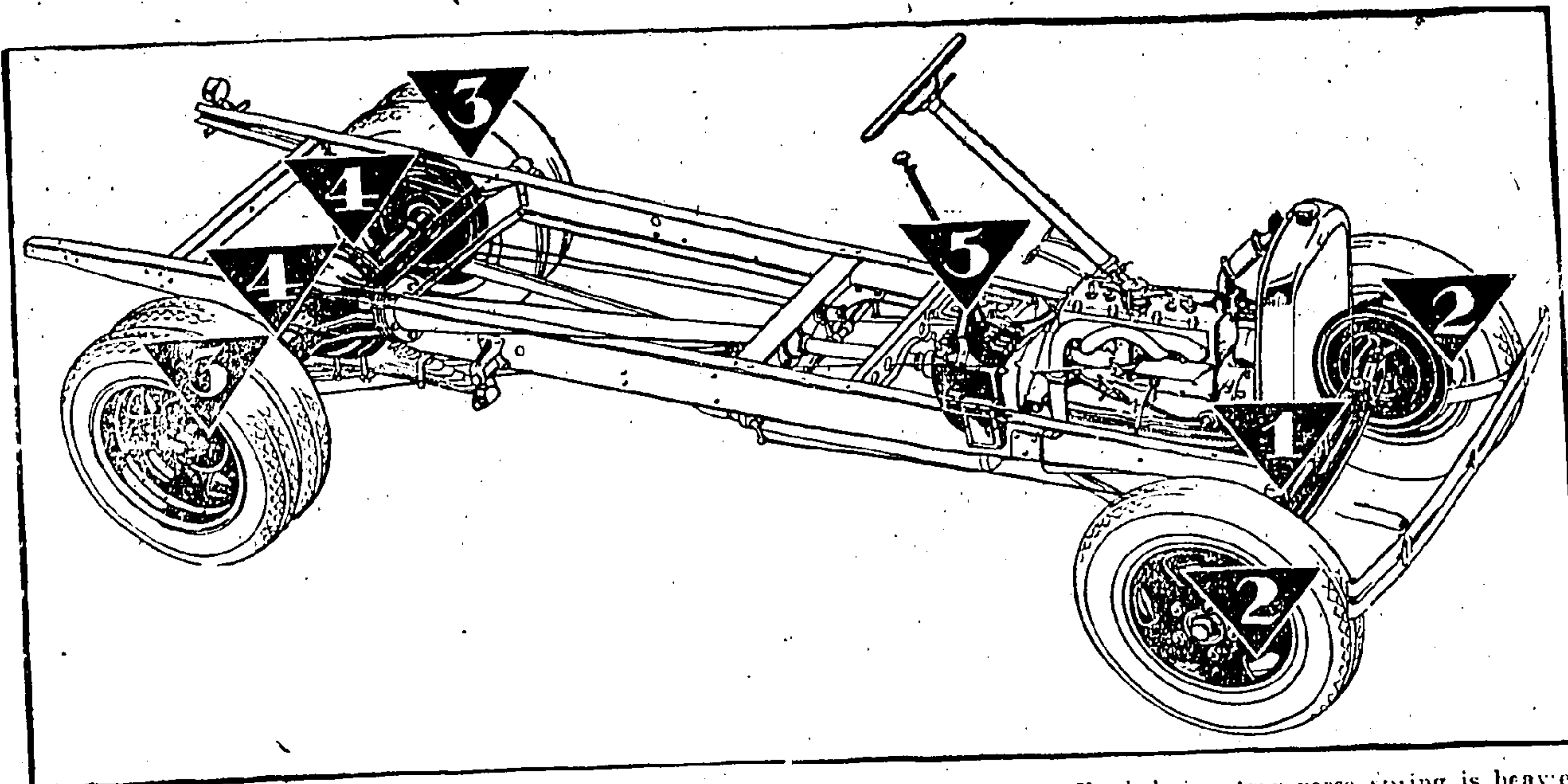
The Hong Kong & Shanghai Hotels, Ltd.

(Incorporated in Hongkong)

Announcing the NEW FORD TRUCKS - - -

(131" and 157" WHEELBASE)

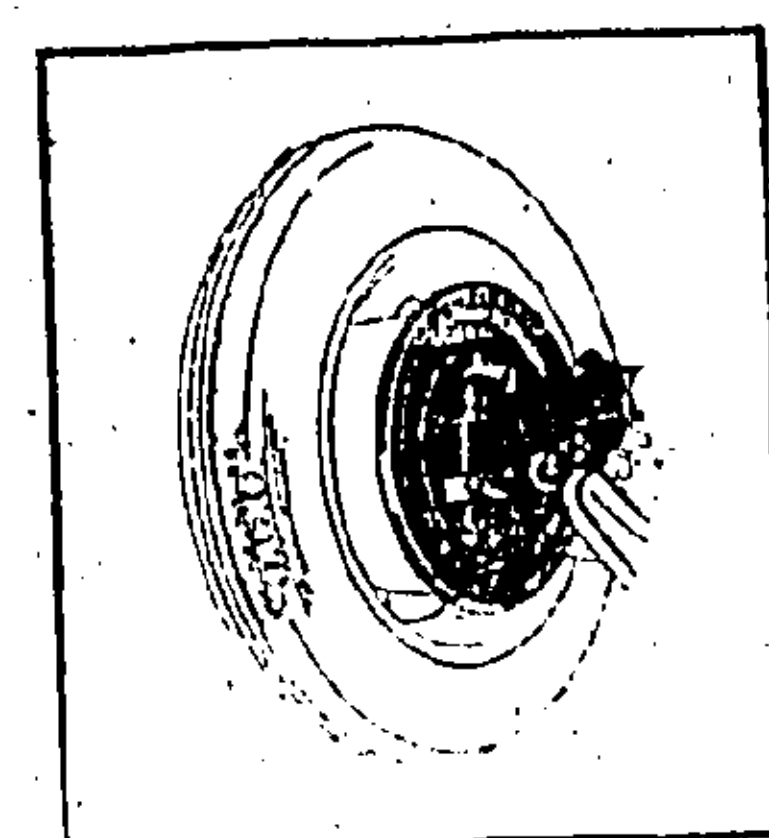
One of the first features of the Ford Truck to impress you is the rugged strength and sound engineering design of the chassis. Many parts are of new design.



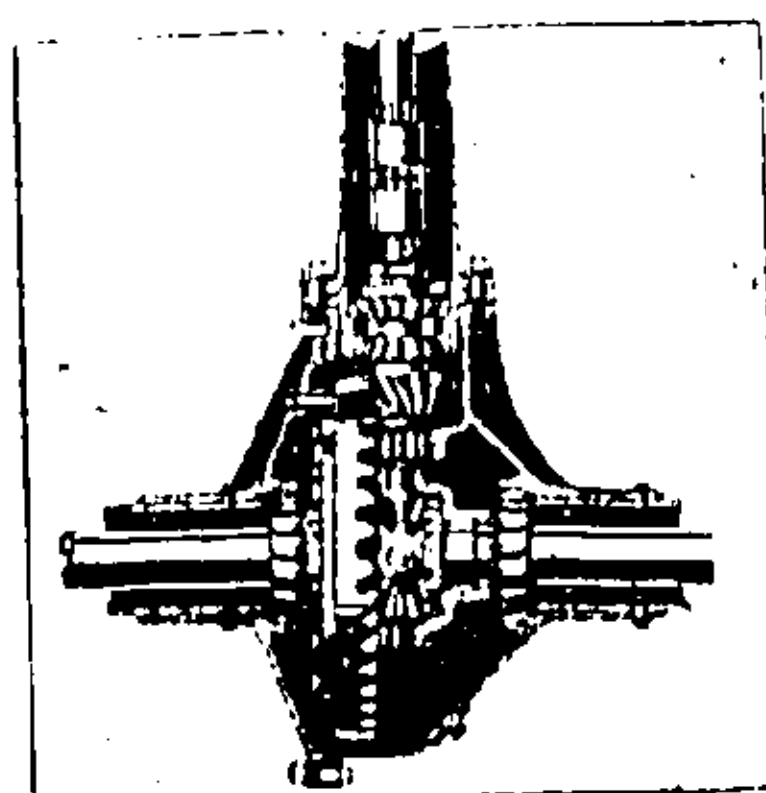
NEW FRONT AXLE AND SPRING
The small sturdy front construction

1 At the front end, for example, the special Ford design transverse spring is heavier than formerly, with wider leaves. The new front axle, a chromealloy forging, is nearly twice as strong as before. The front radius rod is heavier, and the king-pins, wheel bearings and thrust bearings are larger.

2 Likewise, the front brakes have been enlarged to the same size as those on the rear wheels, providing increased braking area and a high degree of safety. Brakes are of the mechanical type, internal expanding, and all are fully enclosed. Controls have been redesigned, and operate with minimum effort.



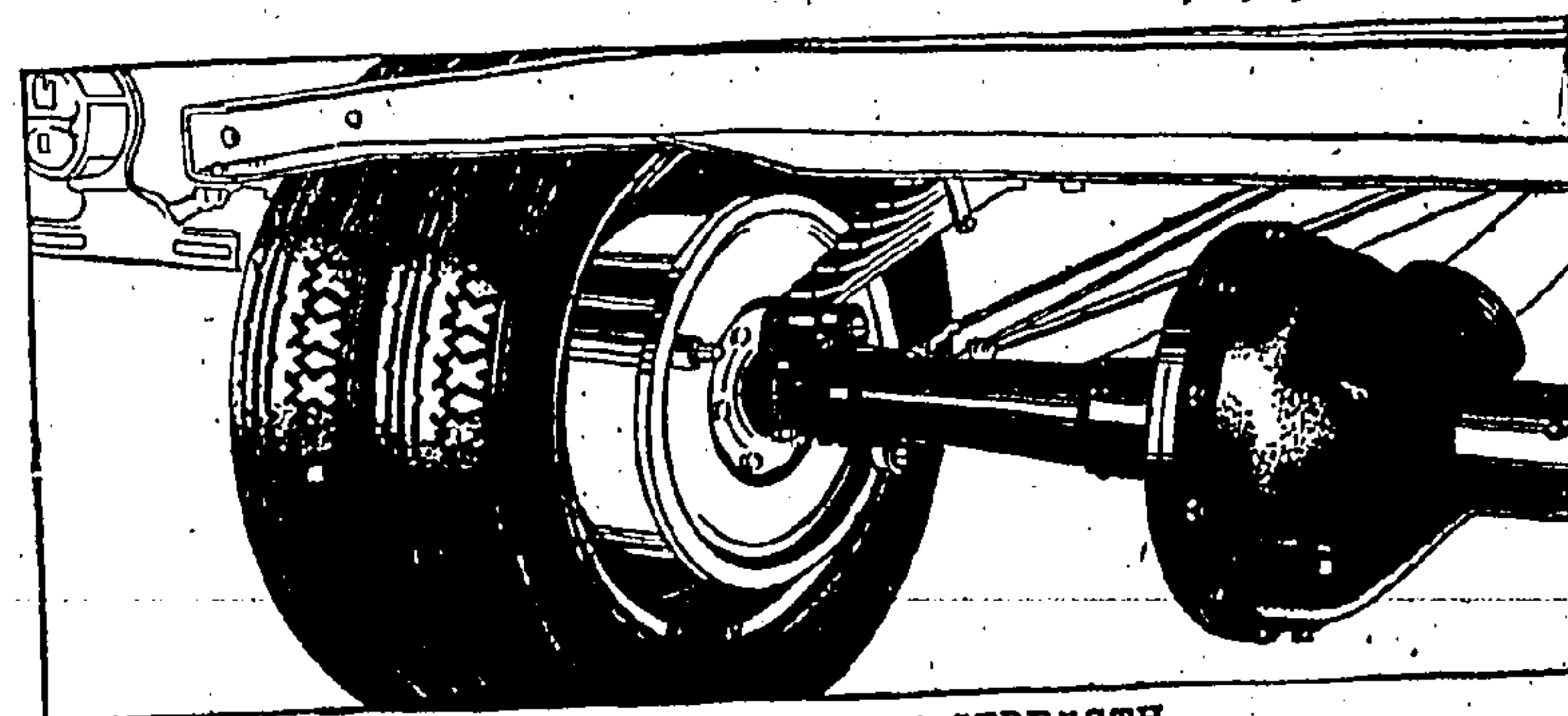
LARGER BRAKES.....
Providing a greater degree of safety



NEW SPIRAL BEVEL GEAR
REAR AXLE
Strength, Reliability and Long Life

3 A feature of the Ford Truck which you will find convenient and economical is the new wheel and tire equipment. Dual rear wheels can be installed at small additional cost. With the dual equipment, balloon tires of one size are used throughout, so that all six steel disc wheels and tires are interchangeable all around. Only one spare wheel and tire need be carried.

4 The rear construction is also improved. It has a spiral bevel gear of special Ford Truck design, with straddle-mounted pinions. The housing is of exceptionally strong construction. The axle shafts are heavier than formerly, because of the three-quarter floating type of axle construction; they serve only to turn the wheels, without carrying any of the weight of truck or load.

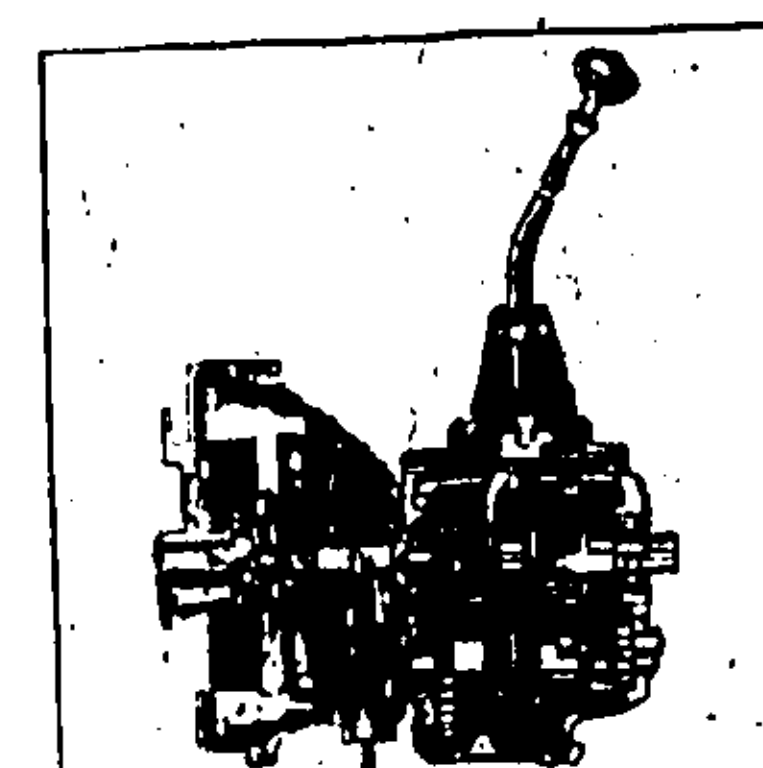


REAR END OF EXCEPTIONAL STRENGTH.....
Dual Rear Wheels at small extra cost

5 Another new feature of the Ford Truck which adds to its reliability and performance is the 4-speed transmission which gives a wide, flexible range of speed and power. At ready control of the driver is abundant power for moving capacity loads and ample speed for efficient service where time saved is an important factor.

The four-cylinder engine of the Ford Truck develops 40 horse-power at moderate speed. Especially important to the reliability of the engine is the simplicity of the electrical, ignition, cooling, lubrication and fuel systems.

Other chassis features, many of which are unusual in a truck of such low price, are the cantilever rear springs which reduce unsprung weight and lessen rebound, the torque-tube drive, which relieves rear springs of all but their normal function of absorbing shocks, and the large-sized opening provided in the transmission for power take-off mounting for use with hoists and other equipment.



4-SPEED TRANSMISSION
A wide flexible range of speed and power

The Ford 1½-2-Ton Truck Offers You Long, Reliable Haulage Service at Remarkably Low Cost.

Available in 157" wheelbase at slightly higher cost

Your Ford dealer will be glad to show you these and many other features which make the Ford Truck a Remarkable Value

Ford produced 43.5% of total world output of American motor car industry during first 10 months of 1930. In 1929, it was 31.2%. THIS SHOWS THE WORLD'S APPRECIATION OF PRESENT MODEL FORD CARS!

Motor car registrations in United States for Jan.-Oct. inclusive 1930 showed Ford first, as usual, with 992,370, next highest 569,623. REAL EVIDENCE OF FORD POPULARITY!

Authorized Dealer:
WALLACE HARPER & Co., Ltd.

745, Nathan Road, Mongkok, Kowloon.

Authorized Service Dealer:
IDEAL MOTOR CAR CO.

416/20, Lockhart Road, Wanchai.

CUT OUT THIS COUPON AND MAIL TO-DAY

Wallace Harper & Co., Ltd.
745, Nathan Road Mongkok,
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Gentlemen:

Without any obligation on my part, please give me full information and mail me catalogs describing Ford cars—trucks

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BEHIND ALL FORD PRODUCTS



ARE FORD FACILITIES EVERYWHERE

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TENNIS TOURNAMENT.

S. A. RUMJAHN SEEN IN FINE FORM.

Those ready to express the belief that S. A. Rumjahn's potentialities as the local tennis champion had been lost, must have felt the need for revising their opinion after watching the Indian at work against Ng Sze-kwong yesterday afternoon.

Rumjahn won this match, which carried him into the semi-finals, on form which was good enough to beat anybody in Hongkong. He set up an attack, merciless in its sustenance, and masterful in its generalship. It was a delight to see Rumjahn bring into full play his rather neglected forehand drive, and it is safe to say that he won the match on this.

Ng simply could not withstand these deep length shots at his feet, which gathered speed as the ball left the turf, though it is a point for argument as to whether he would have carried the issue a little further if he had adopted retaliatory tactics in the first set, similar to those employed in the second. Instead, he attempted to chop, and, as a consequence, mistimed and lost control over his strokes. Rumjahn captured the first set with so much ease as to suggest that the match would finish in twenty minutes, but Ng Sze-kwong, suddenly discovering that he too could drive a ball, initiated a counter-offensive which succeeded in defeating the Indian's complete success, until ten games had been played in the second stanza.

This was by far the most entertaining period of the encounter, for not only did it show the Chinese up in something approaching his true colours, but also enabled Rumjahn to demonstrate his ability to maintain his equilibrium against a rejuvenated opponent. Both effected spectacular moves during the closing stages, but it was Rumjahn's match, which left his admirers perfectly contented.

The full results of the afternoon's programme were:

Open Singles.
S. A. Rumjahn beat Ng Sze-kwong, 6-1, 6-4.
Handicap Singles "A".
Anderson beat Eberington, 2-6, 6-2, 6-4.
Lieut. M. H. F. Waring beat D. M. MacDougall, 6-4, 3-6, 7-5.
Handicap Doubles.
E. R. and T. J. Price beat D. S. Robb and E. M. Bryden, 6-1, 6-4.
G. W. Stabb and R. W. Lee beat D. L. Prophet and H. R. Forsyth, 6-3, 6-1.
H. F. Foley and J. H. Montgomery beat A. O. Johnson and J. D. Anger, 6-4, 6-3.

AUSTRALIAN CREDIT.

DISASTROUS EFFECTS OF INTEREST DEFAULT.

London, Mar. 27.
Questioned in the House of Commons as regards New South Wales default in interest payments, Mr. J. H. Thomas expressed pain and surprise, adding that in view of the disastrous effects on Australian credit which would result from the default, he refused to believe that such a situation would be allowed to arise.

He stated that although the service of these loans is a matter solely between the Governments concerned and the private loan holders and bondholders, the British Government cannot be indifferent to the very serious repercussions that would follow an Australian State violating its obligations. And having regard to the Commonwealth Government's responsibility under the financial agreement of 1927 between the Commonwealth and the States, he asked the Commonwealth High Commissioner to communicate with His Majesty's Government on the matter.—*Reuter*.

SUITE AT SAVOY WHILE ON BAIL.

PRISONER'S £44 BILL.

A story of a man who, while out on bail awaiting trial on a fraud charge, engaged a suit at £3 3s. a day at the Savoy Hotel was told at Bow-street.

Edward Fuller Heath (47), of Wood-cote-road, Wallington, was committed for trial on charges of incurring credit of £44 at the Savoy Hotel without disclosing that he was an undischarged bankrupt, and of uttering a forged cheque for £9.

Heath, who is undergoing 18 months' imprisonment, was brought up in custody of warders.

Heath admitted his indebtedness to the hotel. He said he stayed there until the eve of his trial, and then tried to arrange with his mother to pay the bill, but she was away. He then had to go to the Old Bailey, and had no opportunity of returning to the hotel. He was now arranging to pay the bill.

LOCAL RADIO.

ST. JOSEPH'S CHURCH RELAY ON SUNDAY.

The week-end radio programme, broadcast from Z. B. W., on a wavelength of 355 metres, includes a dance programme to-night, and a relay of St. Joseph's Church service to-morrow morning.

4.00-7.00 p.m. Chinese Programme.
7.00-11.30 p.m. European Programme of Victor and H. M. V. records kindly supplied by Messrs. S. Moutrie and Co.

7.00-7.30 p.m. Musical Comedy.
Dear Love-Selections.
New Mayfair Orchestra. C1792.
Rosa Marie.
Lambert Murphy (Tenor). 4015.
Indian Love Call.

Virginia Rea (Soprano). 4015.
Five O'Clock Girl-Selections.
Love-Lies-Selections.
New Mayfair Orchestra. C1658.

No No Nante-Vocal Gems.
Victor Light Opera Company. 36760.
7.30-8.03 p.m. Four Ballads of Chopin played by Alfred Cortot.
Ballade in G Minor Op. 23. D11342.
Ballade in F Major Op. 38. D12344.
Ballade in A Flat Major Op. 47. D11346.

Ballade in F Minor Op. 25. D11346.
8.03-8.50 p.m.
Symphony No. 1 in C Minor (Brahms) Outline of Themes with Piano.
Leopold Stokowski. 6557.

Symphony No. 1 in C Minor (Brahms).
Leopold Stokowski and Philadelphia Symphony Orchestra. 6558, 6559, 6560, 6561, and 6562.
8.50-9.00 p.m. Organ Solos.
Londonderry Air (arr. Stewart Archer).
Chelsea Payne (Goss Custard).
Reginald Goss Custard. B2376.
Drift To Me Only With Thine Eyes (Callaghan).
Reginald Ford. B3468.

9.00 p.m. Weather Report, Local Time, etc.
9.05-9.30 p.m. Concert Items.
Trio-Trio in G Major (Haydn).
Alfred Cortot.
Jacques Thibaud-Pablo Casals. 3045.
Sonata in F Major (Bach).
Winnie Melville (Soprano). B3285.
Violin Solo-Dance of the Marionette (Winteritz).
Fritz Kreisler. 1501.

Song-Murmuring Breezes (Jensen).
Leonard Gowling (Tenor). C1444.
Cello Solo-Evening Song (Schumann).
Pablo Casals. 6630.
(This record is by special request.)

9.30-11.30 p.m. Dance Programme.
Fox Trot-Don't You Be My Baby? 22028.
Fox Trot-Heart Aches. 22612.
Fox Trot-Say Hello To The Folks.
Fox Trot-I Want A Little Girl. 23009.

Waltz-Sparkling Waters Of Waikiki. 21985.
Waltz-Blue Hawaii. 22603.
Fox Trot-Blue Again.
Fox Trot-To Whom It May Concern.
Fox Trot-I'm alone because of You. 22605.
Fox Trot-Just A Gigolo.
Fox Trot-What A Fool I've Been. 22610.
Fox Trot-I Hate Myself.
Waltz-Reaching For The Moon. 22613.

Waltz-My Lonely Heart. 22633.
Fox Trot-Just To Be With You To-night.
Waltz-My Heart Belongs To A Girl Who Belongs To Somebody Else. 22435.
Fox Trot-I Don't Mind Waiting In The Rain. 23008.
Fox Trot-I'll Be A Friend With Pleasure.
Fox Trot-And Then Your Lips Met Mine. 22582.
Fox Trot-You're Simply Delish. 22663.
Waltz-My Lonely Heart. 22633.
Fox Trot-Love For Sale. 22598.
Fox Trot-Where Have You Been.
Fox Trot-Little Spanish Dancer. 22602.
Fox Trot-Lonesome Lover.
Fox Trot-Broadway Melody. 21880.
Fox Trot-You Were Meant For Me.
Waltz-When Your Hair Has Turned To Silver. 22595.
God Save The King.
11.30 p.m. Close Down.

10.00-11.00 a.m. St. Joseph's Church Relay.
Blessing Of The Palms.
a. Kyrie.
b. Tristis est anima Mea (L. Perosi).
c. Eram Quasi Agnus (L. Perosi).
d. Beati Qui Lugent (L. Perosi).
e. Offertory.
f. Sanctus, Agnus Dei and Benedictus.
g. Benediction of the Blessed Sacrament.

11.00 a.m. Chinese Programme.
1.30 p.m. Weather Report, Local Time, etc.
2.00 p.m. Close Down.
3.00-4.00 p.m. European Programme of Columbia Records kindly supplied by Messrs. Anderson Music Co.
8.00-8.50 p.m.
Symphonie Fantastique (Berlioz).
Felix Weingartner conducting the London Symphony Orchestra.
L. 708, L. 1709, L. 1710, L. 1711, L. 1712, and L. 1713.
0.00 p.m. Weather Report, Local Time, etc.
8.50-10.00 p.m.
Organ Solo-The Valkyries (Wagner).
Organ Solo-Toccata in F (Widor).
Quentin Maclean. DX66.
Song-The Shepherd on the Rock (Schubert).
Bella Ballile (Soprano). 9618.
Octet-Mission of Romance (Thomas arr. Robertson).

10.00-11.00 a.m. St. Joseph's Church Relay.
Blessing Of The Palms.
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3.00-4.00 p.m. European Programme of Columbia Records kindly supplied by Messrs. Anderson Music Co.
8.00-8.50 p.m.
Symphonie Fantastique (Berlioz).
Felix Weingartner conducting the London Symphony Orchestra.
L. 708, L. 1709, L. 1710, L. 1711, L. 1712, and L. 1713.
0.00 p.m. Weather Report, Local Time, etc.
8.50-10.00 p.m.
Organ Solo-The Valkyries (Wagner).
Organ Solo-Toccata in F (Widor).
Quentin Maclean. DX66.
Song-The Shepherd on the Rock (Schubert).
Bella Ballile (Soprano). 9618.
Octet-Mission of Romance (Thomas arr. Robertson).

10.00-11.00 a.m. St. Joseph's Church Relay.
Blessing Of The Palms.
a. Kyrie.
b. Tristis est anima Mea (L. Perosi).
c. Eram Quasi Agnus (L. Perosi).
d. Beati Qui Lugent (L. Perosi).
e. Offertory.
f. Sanctus, Agnus Dei and Benedictus.
g. Benediction of the Blessed Sacrament.

11.00 a.m. Chinese Programme.
1.30 p.m. Weather Report, Local Time, etc.
2.00 p.m. Close Down.
3.00-4.00 p.m. European Programme of Columbia Records kindly supplied by Messrs. Anderson Music Co.
8.00-8.50 p.m.
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SCHOOL SPORTS.

KING'S COLLEGE HOLDS ANNUAL MEETING.

The annual sports meeting of King's College was held at Caroline Hill yesterday afternoon. The programme consisted of no fewer than 21 events, and many close finishes were seen. On the whole, a very enjoyable afternoon was spent by the staff and the pupils of the school.

Mr. A. Morris, the Headmaster of the school, distributed the prizes at the conclusion of the sports. In doing so, he congratulated the winners on their success, at the same time expressing his sympathies with those who had failed to win a prize. He hoped that they would do so next year.

The following were the full results:
100 meters (Senior).—1, Wong King-fuk; 2, Chan Yu-chuen; 3, Leo Bui-sham.
100 meters (Junior).—1, Leung Wai-sang; 2, Chan Hon-sang; 3, Hui Hon-lu.

100 meters (Classes 7 & 8).—1, Hui To-kei; 2, Sam Ka-mong; 3, Yeung Ting-cheuk.
200 meters (Senior).—1, Wong King-fuk; 2, Chan Yu-chuen; 3, Li Man-chung.
200 meters (Junior).—1, Leung Wai-sang; 2, Chan Hon-sang; 3, Ip Piu.

100 meters (Boys under 12).—1, Hui Shu-wing; 2, Liu Sik-fan; 3, Liu Shiu-pu.
Long Jump (Senior).—1, Chan Hui-kit; 2, Walter Sui Li Man-chung.
Long Jump (Junior).—1, Lau Tak-shan; 2, Tam Tin-ting; 3, Leung Wai-sang.

200 meters (Classes 7 & 8).—1, Leung Kam-chuen; 2, Richard Sato; 3, Hui To-kei.
400 meters Inter-class Relay (Senior).—1, Class 3B; 2, Junior II.
400 meters Inter-class Relay (Junior).—1, Class 4B; 2, Class 4C; 3, Class 4A.

High Jump (Senior).—1, Wong King-fuk; 2, Wu Pak-luen; 3, Li Man-chung.
High Jump (Junior).—1, Lau Tak-shan; 2, Kwok Hin-wing; 3, Leung Wai-sang.
Masters' Relay Race.—1, European masters; 2, Chinese masters.

120 meters hurdles (Senior).—1, Irwin Wong-tape; 2, Li Man-chung; 3, Fok Chik-kuen.
120 meters hurdles (Junior).—1, Leung Wai-sang; 2, Leung Wing-hong; 3, Chan Hon-sang.
400 meters (Classes 7 & 8).—1, Richard Sato; 2, Wu Kwong-chi; 3, Chan Kwok-leung.

400 meters (Senior).—1, Li Man-chung; 2, Chan Yu-chuen; 3, Wong King-fuk.
400 meters (Junior).—1, Leung Wai-sang; 2, Chan Hon-sang; 3, Leung Kwong-kuen.
1,600 meters (Open).—1, Chan Sam-pui; 2, Ng Pui-kit; 3, Chan Hui-kit.

800 meters (Senior).—1, O King-yeo; 2, Wu Pak-luen; 3, Li Pui-sham.
Senior Champion.—Wong King-fuk (9½ points); runner-up Li Man-chung (8 pts.).
Junior Champion.—Leung Wai-sang (14 points); runner-up Chan Hon-sang (7 points).

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A CANDID NOVELIST.

MR. J. B. PRIESTLEY ON HIS CONTEMPORARIES.

New York, Feb. 19.
Breezily styling himself "a bit of a tough," Mr. J. B. Priestley, who has arrived here en route for Tahiti, has unburdened himself of some candid opinions on authors and the reading public, which he suggests may get him run out of the country.

Among his challenging pronouncements are the following: "Michael Arlen's books are very little read in England and that's a good thing. He writes for the American public."

"Mr. Michael Arlen recently declared that few books are read by Britons. America-led the reading nations."

"Americans buy books when they are in fashion, but do not read them."

"

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LAWN BOWLS FOR CHINESE.

A WONDERFUL GAME TO PROMOTE FELLOWSHIP.

Speaking after being elected as President of the Hongkong Lawn Bowls Association, at the annual meeting held yesterday, Mr. A. O. Brown appealed to the Chinese to take up the game of lawn bowls. He said he was of the opinion that sport, and particularly bowls, was a solution to overcome the aloofness or shyness which tended to keep nations apart, and prevent the spirit of internationalism. Mr. Brown mentioned the Sports Club, Chinese Recreation Club and the Chinese Y.M.C.A., and said if they would give attention to the matter they would receive every assistance from lawn bowlers in the Colony, and himself in particular. The speech was greeted with applause. The meeting, which was held in the board room of Messrs. Jardine Matheson and Co. Ltd., was presided over by Mr. B. Wylie, who said: "We have had a good year. League and championship bowls went through without a hitch, but as I have already reviewed these games on the occasion of the prize distribution last year, I will refrain from further comment."

This year we hope to invite our Shanghai friends to Hongkong in order to have the usual inter-colonial contest. As this year will be the first occasion in the Colony when such an event will, perhaps, entail three matches, the officers of the Association will look to you for generous assistance in arranging these games. Your secretary will, later on, read to you copies of letters sent to Australia, and it is to be hoped that we may have the privilege of playing an Australian team some time this year. I have to thank the officers of the Association and members of the General Committee for their loyal support during the past year; also Messrs. Jardine Matheson and Co. Ltd., for the use of this room for our meeting to-night.

The Accounts.
Dealing with the question of accounts, Mr. Wylie continued. At the last meeting of the General Committee, Mr. Maughan was present, and presented the accounts for the year. At that time the accounts had not been audited but the General Committee were very satisfied with them. It was proposed that they should be audited and presented in time for this meeting to-night. Shortly after that meeting, Mr. Maughan became sick and I regret to say that he is still seriously ill.

I regret it will not be possible to pass the accounts at this time, and I hope that in due course these accounts will be audited and circulated to Clubs, and that at the annual meeting next year, they will be passed together with the accounts for that year. I am sure you will all join with me in hoping that Mr. Maughan, who has worked very well during the

past year and given a great deal of general service, will soon be better again.—(Applause).

On the suggestion of Mr. Russell it was decided to permit the Committee to pass the accounts when they had been audited.

During the course of correspondence, a letter written by Mr. C. J. Tacchi (hon. secretary) to Melbourne, Australia, was read, in which Australian players were assured of a hearty welcome in the event of players coming to Hongkong.

It was stated that such a visit would not involve any expense to the Association.

The following Clubs entered the League: Division I, Civil Service, Talkoo, K.B.G.C., Police, K.C.C., Club de Recreio, Kowloon Dock and Craigengower, Division II, Civil Service, Talkoo, K.B.G.C., K.C.C., Club de Recreio, Craigengower, Hongkong Electric and the Yacht Club.

It was decided that the league season should commence on the first Saturday in May, and that entrance fees should be \$50 per Club.

The meeting decided that the date of closure of entries for the Open Championship should be the second Saturday in May.

"Seeding" Players.

A discussion took place on the question of whether players should be "seeded," as in tennis, in order to prevent the best players from meeting in the early rounds and to make the semi-finals and the final more interesting. It was pointed out, however, that there would be difficulty in selecting the best players and that there had been no lack of interest in the games so far, and it was decided that the draw should take place in future as it had done in the past, by names being put into a hat and drawn out two at a time, three being opponents.

In connexion with the Open Championship, a proposal by Mr. Russell that a small sub-committee should be appointed to run the competition on the lines of the Hongkong Cricket Club tennis competitions, in order to speed up the games, was lost, when it was pointed out that there was no undue delay last year or the year before, due to the efforts of a small committee.

The draw for the Spey Cup Competition was made and the draw for the first round resulted as follows: Club de Recreio v Hongkong Electric Recreation Club, Talkoo against the winners of Kowloon Bowling Green Club v Craigengower Cricket Club, Police Recreation Club against the winners of the Kowloon Cricket Club v Yacht Club, Kowloon Dock v Civil Service.

Speaking after he had been elected as President of the Association, Mr. Brown said he considered that sport was the thing to help towards internationalism, and to do away with the aloofness or shyness of different nations, but any sport except football. He added that football seemed to engender ill-feeling even in England, where referees were frequently mobbed. Any other sport would promote good fellowship, but he did not think that any sport could promote

such good fellowship as lawn bowls. "On the bowling green good-fellowship simply oozes," he added, "and laughter." "I would suggest that the Sports Club, the Chinese Recreation Club or the Chinese Y.M.C.A. should pay attention to this matter, and I can promise them that if they do so every lawn bowler in the Colony, as the incoming President, shall make it my particular duty to help them in every way I can."—(Applause).

Officials Elected.
Other officials elected were as follows: Vice-President, Mr. B. Wylie, hon. secretary, Mr. C. J. Tacchi, hon. treasurer, Mr. B. E. Maughan, hon. auditor, Mr. A. Ritchie.

The Civil Service Club representative suggested an alteration to rule 18 to the effect that no proposal, except with the consent of the chairman, could be put forward unless it had the sanction of a Bowling Club. Ordinarily, two weeks notice of such proposals would be required.

After some discussion the proposal was amended to make it apply only to rules and it was agreed to in that form.

A proposal by Mr. Hogbin that matches should be started at 4 p.m. instead of 3.30 p.m. was turned into a suggestion by the chairman and agreed to as such. Mr. Hogbin pointed out that in the heat of the summer, if a game was started at half past three, there was sometimes an hour and a half more daylight at the end of the game, and it would be more comfortable to start half an hour later when it was not so hot.

The chairman explained that the rule laid the time down as half past three, with the proviso, "unless otherwise mutually arranged," and indicated it was a matter for agreement between any two teams, and the matter need go no further than a suggestion. The meeting closed with votes of thanks to the chairman and officers of the Club, and to Messrs. Jardine Matheson and Co. Ltd., for the use of their boardroom.

QUEEN'S COMMENCING TUESDAY



MAJESTIC THEATRE

Nathan Road, Kowloon.

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Their Deliverance Will be Her Doom!

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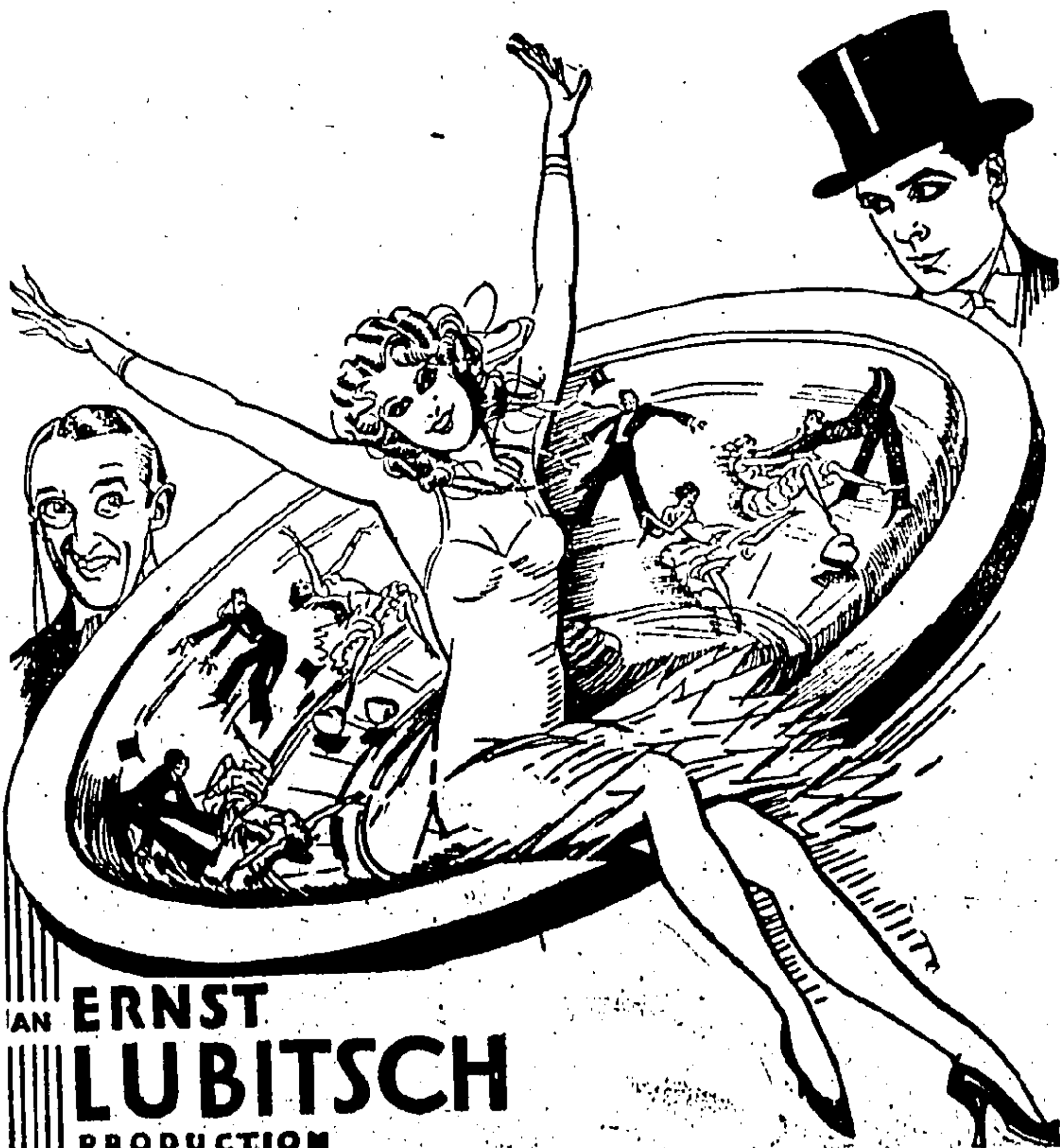
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Buchanan

and

Jeanette
Macdonald



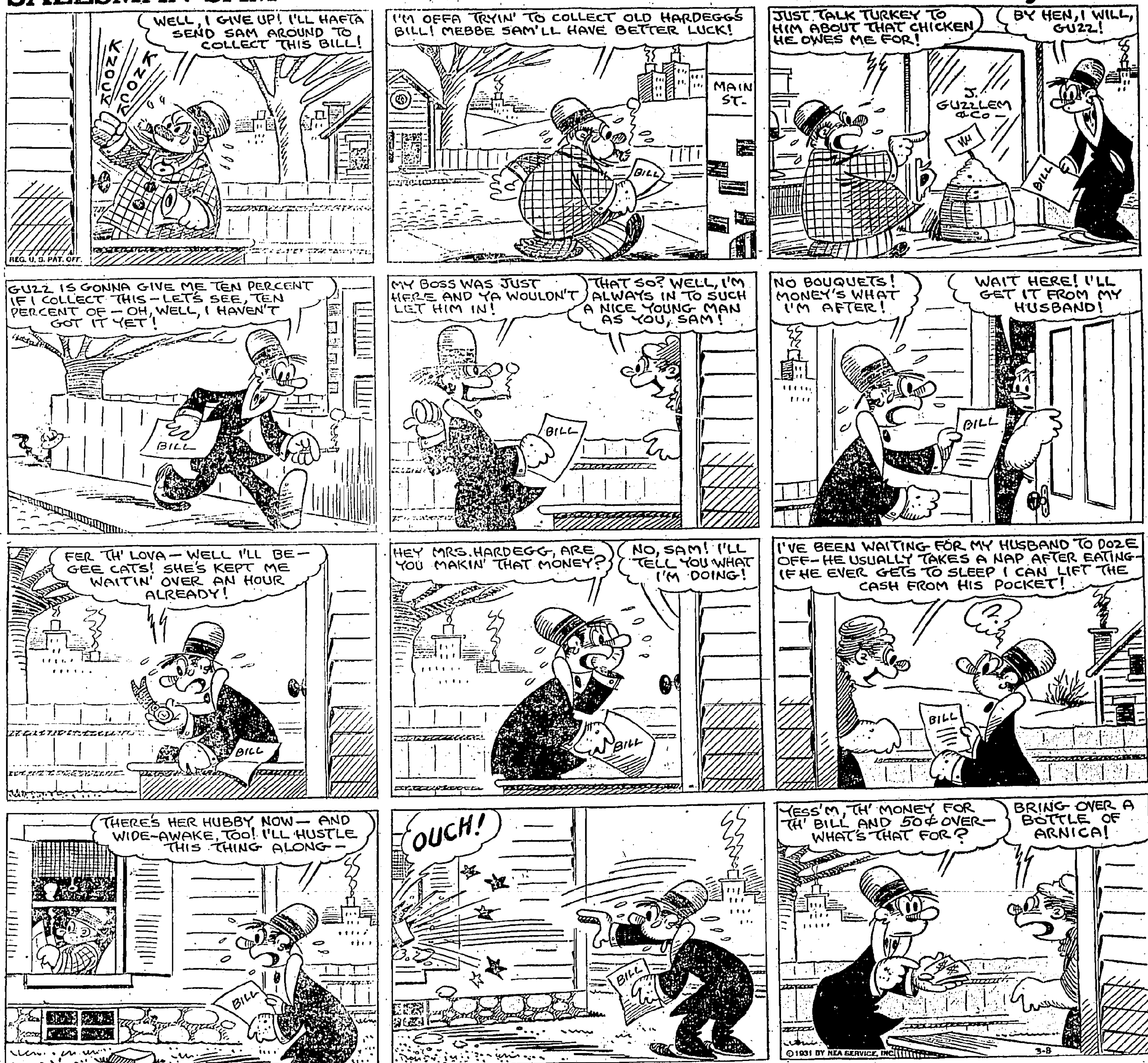
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AN INTERNATIONAL CRITIC.

EPISTLES TO AMERICANS.

"I, Americans," By Salvador de Madariaga. (Oxford University Press, 6s.).

The "Americans" to whom these Epistles are addressed are not solely Transatlantic. The author tells us:—

By "Americans" I mean persons—whatever their nationality—who do feel the new world spirit and the new world faith yet find it hard to part with the old tribal prejudices and easy insularities; people like you, dear reader, or like me. To them, Americans of all nations this is dedicated.

He is himself a world-citizen; he would have no quarrel with Rabindranath Tagore's conviction that nationalism is a curse, the mother and defender of crimes. But he tells us, "I am a patriot myself," a patriot, he goes on to explain who—

were I to give an account of European and world affairs strictly from the patriot's point of view, would have to become patriotic on behalf of several dozen fatherlands in succession.

He is a patriot also in the narrower sense, a fervent lover of his own land, Spain. This, too, is right, and indeed, inevitable. Just as to-day the pacifists are the most fiercely belligerent, like Whittier—

Preaching brotherly love and then driving it in.

To the brain of the tough old Goliath of sin, so it is among the internationalists that you will find the most excellently typical nationalists: in Gilbert Murray, the most English of Englishmen; in Rabindranath Tagore, the most Indian of Indians; in de Madariaga, the most Spanish of Spaniards. Now these things are a parable, and are meant for our comfort in these most discomfortable days, making it possible to believe in a time

When nations may as forests grow,
Wherein the oak hates not the pine,
Nor beeches wish the cedars woe.
But all, in their unlikeliness, blend

Confederate to one golden end.

Ever since its course began, the Gospel has had a preference for converted sinners as its emissaries.

This book will be read first for its gift of mischief. If Professor de Madariaga had been a Scot we should call him provvy. But there is in Professor de Madariaga's

parables a glinting devil of African defiance and laughter. He does not take us Nordics as seriously as he should; is amused even by the British House of Commons and by Senator Borah and the Prohibitionists. You read his Epistles, and you delightedly approve of a home-thrust at Uncle Sam, when suddenly—what is this?

The Spaniard is making game of John Bull, who has given the whole world such an age-to-age exhibition of dignity, calm, sense of fairness, self-control, and law. Is this the kind of thing they encourage at Geneva and the frivolous use to which our contribution to the League of Nations is put? For example, a writer in "The Round Table" (December, 1927) came out with the eminently just observation that the British Empire "is the Sorrow on the Mount reduced to political terms, a society organised on the theory that the duty which each of its members owes to the rest is beyond measure." Could any comparison be apter or more neatly put? Yet note what this seditious Latin in our midst dares to do with it! He first of all (in that quibbling way foreigners have) remarks that

The reduction of the Sorrow on the Mount and its destruction are bound to be identical operations.

His innate sense of decency ought to have told him that this was enough; he should have stopped here, and hoped that we should overlook it. But does he?

Let the reader control his rising indignation as I put before him this arrogant and manifest blasphemy:—

The facts are that the white part of the British Empire is a loose combine of commercial firms: John Bull and Co., Canada and Co., Australia and Co., New Zealand and Co., and Ireland and Co. The combine is no doubt easier to run and more cordial owing to the family ties which unite the directors of the several partners in it.

At this point we must tell the writer very plainly that he has grossly misunderstood that of which he treats. What makes his lapse the more deplorable is that when he is not blinded by envy he can see so clearly. For example, in connexion with what is a common item in American newspapers—

That Nicaraguan brigands have attacked a few American marines who happened to be out in the bushy hills analysing Nicaraguan votes to test their purity—he comments like a man of sense and impartiality:—

Indeed, were we to judge by the criterion of brigandage just defined

WORLD RUINING ITSELF.

THE TARIFF MANIA.

Mr. Ramsay Muir, chairman of the Liberal Party Organisation, addressing Southampton Liberals, recently, said:

"The tariff policy of the world is one of the main causes of the sufferings of the world to-day. Yet we have the wiseacres in England saying that because other peoples in the world are damaging themselves and damaging us at the same time by their tariff policies, the best thing we can do is to put on tariffs on our own account and damage ourselves as well as damaging them still more.

"If we want to bring sanity back to the world it is just as important that we should try to take a lead in an international movement towards lower tariffs; as it is, we should take a lead in an international movement for lower armaments."

The four elements in the Liberal policy for dealing with the present situation were an international policy, the maintenance of free trade, economy and a bold constructive policy about unemployment.

(i.e., the existence of a definite aim for the violence used), not Sandoz's men but the American marine might—at least by a hurried people—be mistaken for brigands. For they, at any rate, are using force with a clear aim in view—namely, to guarantee that the Nicaraguan election shall come up to the highest possible standards, say, those of Chicago.

Idealists wear their rue with a difference. Some of the noblest have carried their burden with a gravity of countenance that spoke of the heart's oppression. Abraham Lincoln lightened his sorrow with rollicking and often Rabelaisian jests. Matthew Arnold hid his earnestness in irony.

Professor de Madariaga's grim anxiety that war and racial hatred should vanish runs through his gaiety like a glitter of steel. For him "the main world event in the twentieth century is the birth of the world," which "did not exist before." He is a good Spaniard; but he likes the Englishman and the American also, for all the impetuosity of his mockery of them; he would have you come to his conviction, that the things that sever nations are folly and shame, and the things that bring them to mutual respect are the only wisdom and the highest beauty.

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Tango Maru	Saturday, 11th Apr.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
Bokuyo Maru	Wednesday, 22nd Apr.
SOUTH AMERICA (EAST COAST) via Singapore, Capatown & Ports.	
Kanagawa Maru	Tuesday, 14th Apr.
NEW YORK, BOSTON via Panama	
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LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.	
Uma Maru	Monday, 13th Apr.
CALCUTTA via Singapore, Penang & Rangoon.	
Morioka Maru	Sunday, 29th Mar.
Malacca Maru	Wednesday, 8th Apr.
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TREATMENT OF SMALL-POX.

(Continued from Page 5.)

that being the case the Chinese had themselves to blame. But if we remember that these conditions were imposed fourteen years ago, according to the Hon. Mr. S. W. Tso, and that they might not in this lapse of time be generally known to the general public on account of the fact that the population of this Colony was largely migrated, we might then understand why the conditions have not been complied with as they should have been.

Not Enough Warning.

"Continuing Mr. Kotewall said that it was true that since 1918 from time to time or almost annually enormous numbers of pamphlets had been distributed emphasizing on the necessity of vaccination. "But my colleagues and I have reasons to believe that the Sanitary Board or any other public bodies rarely if ever gave any severe warning to the people that unless they complied with the conditions the special concessions accorded to them in 1918 would be withdrawn. Now without that due warning the resolution was rescinded. Little wonder that the people's mind was greatly disturbed," added Mr. Kotewall.

Continuing Mr. Kotewall said that Mr. M. K. Lo said that the Director of Medical and Sanitary Service had informed him that similar laws to those in Hongkong existed in all different municipalities in China and were passed by the Ministry of Health. "I cannot," remarked Mr. Kotewall, speak about any municipality other than Canton. A friend of mine who is indirectly associated with the Canton Government has informed me that although he cannot say definitely that such a law did exist in Canton he gave me a definite assurance that the people who were suffering from small pox were still permitted to be treated in their own home. We have been told to copy the municipal laws in China in this matter of sanitary laws, why then cannot we copy their methods with our own safeguard?

Danger of Infection.

Mr. Kotewall went on to say that the Medical Officer of Health held the view that if small pox cases were permitted to be treated in the patients' own home the risk of spreading infection would be greater. Now according to the psychology and mentality of the Chinese Sir Shou-sen Chow, Mr. S. W. Tso and the speaker thought that if the 1918 concession were not continued the danger of infection would be greater, inasmuch as the people have fear of being removed to hospital for treatment. In this connection it would seem that the infection of small pox would be further spread if families living in the same house or flat—in many cases many families occupying the same flat—would remove to other quarters, bringing with them their furniture and personal belongings thereby carrying the infectious germs.

It had been pointed out by the three representatives members of the sanitary board that the Magistrate cannot make an order for the compulsory removal of a patient suffering from small pox if the patient is lodging in a house occupied by one family. In that case the sanitary authority would be powerless and consequently the danger of infection so much feared by them would exist. Further, such a law would operate unfavourably in re-

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Hongkong, 27th March, 1931.

guard to those who were not fortunate enough to have a house to themselves but had to share a house with several families. This class of people form the majority of the Chinese population.

Object of Concession.

"Let us now," said Mr. Kotewall, "carefully examine the object of the 1918 concessions with its conditions. These objects were to my mind excellent. They aim to eradicate small pox by encouraging the people to resort to vaccination, and wholesale vaccination if resort to, would effectively stamp out that dread disease. The second object was to prevent the dumping of dead bodies. If there were no small pox cases there would be fewer deaths and the dumping of bodies would be greatly diminished. As I say the conditions were good but unfortunately the methods in making them known were not as good as one would have wished. Now that the public have realised to the full the consequences of non-compliance of these conditions my colleagues and I feel that they will make every endeavour to obey the behest of the sanitary board although the conditions entail several inconveniences much disliked by the people, they would be willing to choose the lesser of the two evils.

Mr. M. K. Lo suggested that the meeting should get to the root of the thing by appealing to the Government to amend the Public Health and Building Ordinance, 1903 which provided that small pox cases could be treated at the patient's home on specified conditions. The three members of the Legislative Council thought that since the resolution of 1918 was approved by the Sanitary Board and since again it was rescinded by them of their own accord, it would seem that the people should seek a solution from that quarter. Fortunately the meeting had just heard from Mr. T. N. Chow and Mr. Wong Kwong-tin that they would do their very best to represent to the Board the sentiment of the people and that they would use their utmost endeavour to attain the objects of the meeting in spite of the fact that they were in a very small minority. Side by side such representatives as representatives of the Chinese would co-operate with the Chinese members of the Sanitary Board, the Tung Wah Hospital, and other charitable institutions in bringing about the observing of the conditions. If after such due



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Luke Thompson (Conservative)	30,497
Mr. Brownlie (Labour)	30,075
Dr. Betty Morgan (Liberal)	15,004
—Reiter.	
[The results at the General Election were:	
Marion Phillips (Labour)	31,794
Luke Thompson (Conservative)	28,937
Dr. Betty Morgan (Liberal)	21,330]

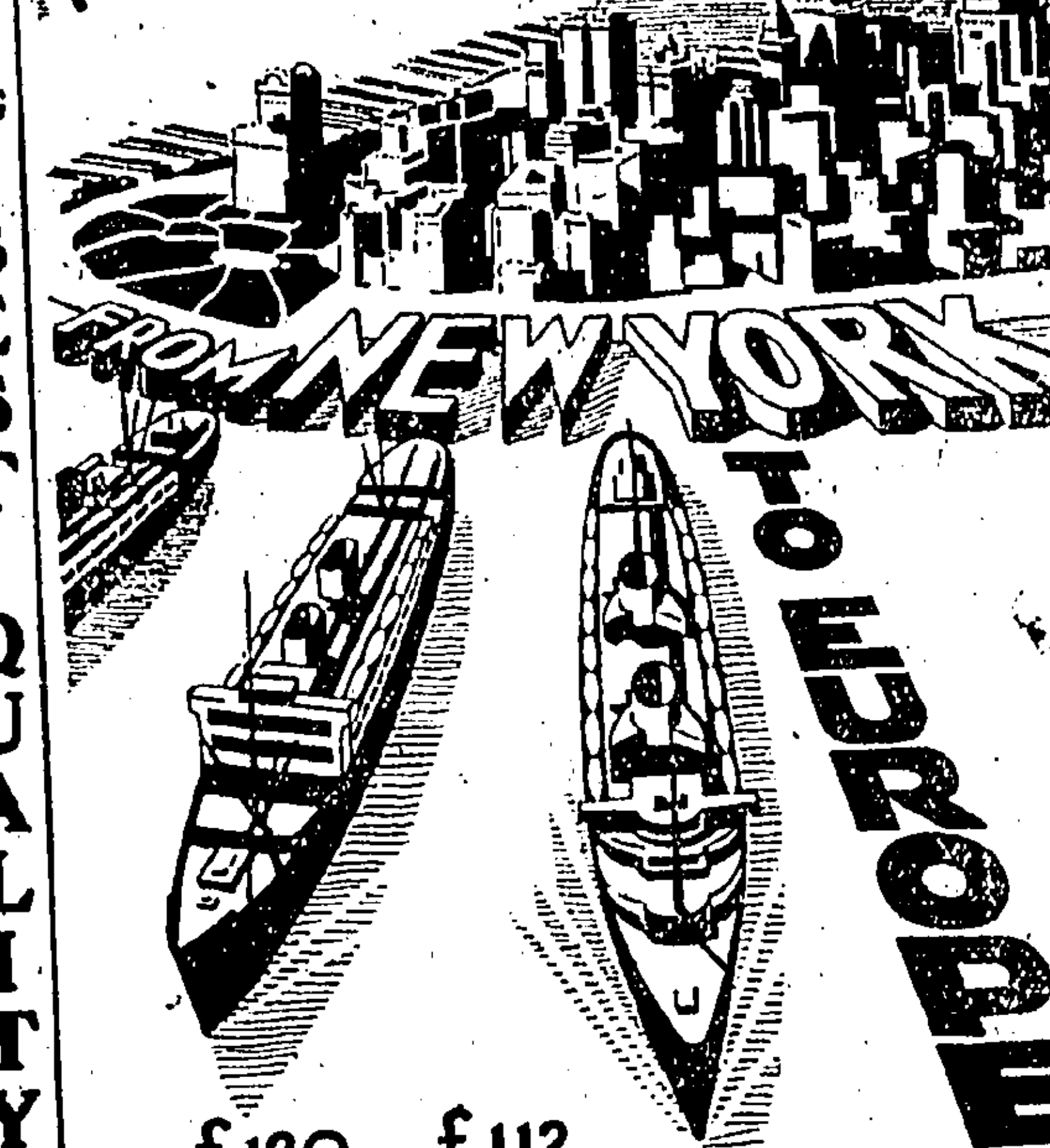
warning the people still disregarded the conditions then they would have only themselves to blame.

Mr. Kotewall strongly criticised against the pernicious practice of dumping dead bodies and said that the Chinese should be ashamed of themselves for doing so. Continuing he said:

We now await the result of the efforts to be made by Mr. Wong Kwong-tin and Mr. T. N. Chow and should they unfortunately not succeed then we hope that their colleagues on the Sanitary Board would give a sympathetic ear to the request of the people supported by all shades of public life. We, Sir Shou-sen Chow, Mr. S. W. Tso, and myself will, to the best of our ability, represent the views of the Chinese community to the Governor with the view to the amendment of the law.

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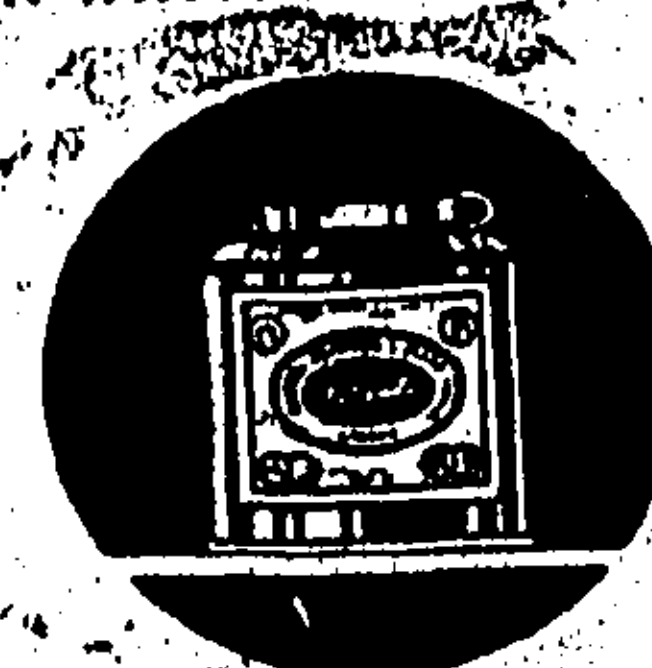
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PUBLIC WORKS REVIEWED.

(Continued from Page 2.)

successful completion of the Praya East Reclamation. This work has been carried out most successfully, and has provided a large area for rapid development.

Although there is little Government building in hand, there appears to be plenty of money for private development. The revenue derived from land sales last year exceeded two million dollars, an increase of nearly seven lakhs over the previous year. In consequence there has been much building activity, and it is estimated that at the present time buildings to the value of twenty million dollars are under construction.

I have had some little experience of waterworks as President of the Municipalities of Penang and Singapore, and I have the greatest admiration for what has been, and is being achieved in regard to waterworks in this Colony. It is a most difficult question, far more difficult than it was in most places in Malaya; but the problem is being tackled with considerable success. One of the things which have impressed me is the construction of the cutwaters along the hills, so as to ensure the loss of as little of the rainfall as possible.

Works in Progress.

Various works, including the Upper Aberdeen Dam, are now in progress. The large scheme, known as the Shing Mun Second Scheme, has been examined by the consulting engineers, and I think I can congratulate the Public Works Department, and Mr. Henderson in particular, on the fact that their scheme in general has been approved by the consulting engineers, who however have recommended some extension of the scheme, which ought to render us safe in the matter of water supply for at least fifteen years. The work, however, will cost a good deal of money, and it will be necessary to borrow funds for the purpose.

As you know, the vehicular ferry scheme has been approved, and the construction of the piers essential to it has commenced, while new ferry piers at Mongkok and Sham Shui Po have been completed.

Apart from this no harbour works of importance are in hand, but Government proposes to have survey made in the near future with a view to ascertaining what improvements are desirable. I have also decided to appoint a Harbour Advisory Committee, in lieu of the unwieldy Harbour Board, to advise more particularly on technical matters connected with the Harbour.

I believe that many of you are more interested in marine engineering. You have probably all heard of what is called "the romance of steam." If anyone doubts there is such romance, I would advise him to read Kipling's "M'Andrew's Hymn," and he will then have no doubt. Steam is one of the most important factors in the world today, and it is now having serious rivals in the shape of oil and electric power. It is, however, most important in connection with the shipping requirements of the port.

A large hydro-electric scheme was proceeding in the P.R.S. at the time I left, and though a great deal was said about the cheapness of production through the means of water power, the Company had to ask the permission of Government to construct and later

to extend a supplementary steam station, which was necessary to give the scheme any chance of success, for though costs of production at the steam station were higher, the capital cost and, therefore, the overhead charges were very much less.

Stenm's Early Days.

Talking of steam, and so of steam engines, one of my earliest recollections in this world was of seeing one of the first (if not the first) railway steam engines, which used to be kept in the railway station at Newcastle-upon-Tyne. I was born not far from that town, and used to see it from time to time as a boy when I passed through.

In reviewing the engineering activities of Hongkong, it is necessary to refer to the great shipbuilding establishments which have grown up in the Colony, and which are so vital to its prosperity. I was greatly impressed, on coming here, by the extensive docks and shipbuilding yards. I had had some little association with shipbuilding at Hongkong, for while I was Chief Secretary, we had two launches built for the F.M.S. Railway by the Hongkong and Whampoa Dock Company. The High Commissioner, Sir Hugh Clifford, christened one after my wife, so I felt like meeting an old friend when I visited the dock. I congratulate Mr. Dyer and his Company on the dock development there, and on the successful enlargement which enabled them to deal with the new C.F.R. liner, the "Empress of Japan." Mr. Dyer has kindly sent me a photograph, showing the dock when it accommodated the old "Empress of Japan," which was built in 1891, and the dock as it was enlarged to take the new "Empress" this year. With the energy and skill of its present Manager, I have no hesitation in saying that it will not take another forty years to achieve a corresponding advance.

Mr. Dyer spoke quite lightly of further extensions, which to a mere layman seem formidable enough in that they necessitate driving deep into the solid granite hillsides. No doubt general depression had retarded shipbuilding, but I feel sure that improvement cannot be long deferred.

Interested in Dock.

I read the other day that a new keel is to Glasgow like a large glass of whisky on a cold day. It warms the very core of her heart, and she even feels it in her finger tips. I don't know whether it affects Mr. Dyer in the same way. Possibly that cabinet which he keeps in his office, and with which I have made acquaintance, has more material advantages. I recently was taken all over the dock by Mr. Dyer, and was immensely interested with what I saw. I am not an accountant, but one of the things that struck me was that everything was being so carefully written down—of course an excellent thing—that the book value of the assets would before long be nil.

We have another shipbuilding firm of great repute in the Colony in the Taikeo Dockyard and Engineering Company, who also possess a dock capable of accommodating some of the largest ships, and shipways capable of dealing with the shipping requirements of the port. This Company has already built three 8,000 ton vessels for the Blue Funnel Line. During 1930 business was slack, but new construction included a coastal vessel of 3,000 tons, two river steamers of 2,500 tons each, and a few steam

CONSIGNEES' NOTICES.

THE DEN LINE STEAMERS, LTD.

From MIDDLESBRO, LONDON, STRAITS AND MANILA.

The Steamship.

"DENLEUCH". Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of The Hongkong and Whampoa Dock and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st March, 1931, will be subject to rent.

All claims against the steamer must be presented to the Underinsured on or before the 14th April, 1931, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th March, 1931, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Hongkong, 24th March, 1931.

THE DEN LINE STEAMERS, LTD.

From LEITH, ANTWERP, LONDON AND STRAITS.

The Steamship.

"DENVORICH". Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of The Hongkong and Whampoa Dock and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

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GIBB, LIVINGSTON & CO., LTD.

Hongkong, 24th March, 1931.

launches and lighters. The Company also has a fine record in the matter of salvage work.

I understand that Messrs. W. S. Bailey & Co. have constructed during the year a number of wooden lighters, a steam dredger, and two large steel lighters for Manila. There is also evidence of keen competition and development in the construction of smaller craft by Chinese shipbuilding firms.

In short, in spite of the general depression, things are being kept going not too badly in the Colony, and I feel sure that before long, if we keep a stout heart, we shall see the clouds lift.

Gentlemen, I thank you for so kindly drinking my health to-night, and for having made me the Honorary President of your Institution, to whose continued success I lift my glass.

Mr. L. J. Blackburn proposed "The Guests" and Vice-Admiral Sir Howard Kelly replied.

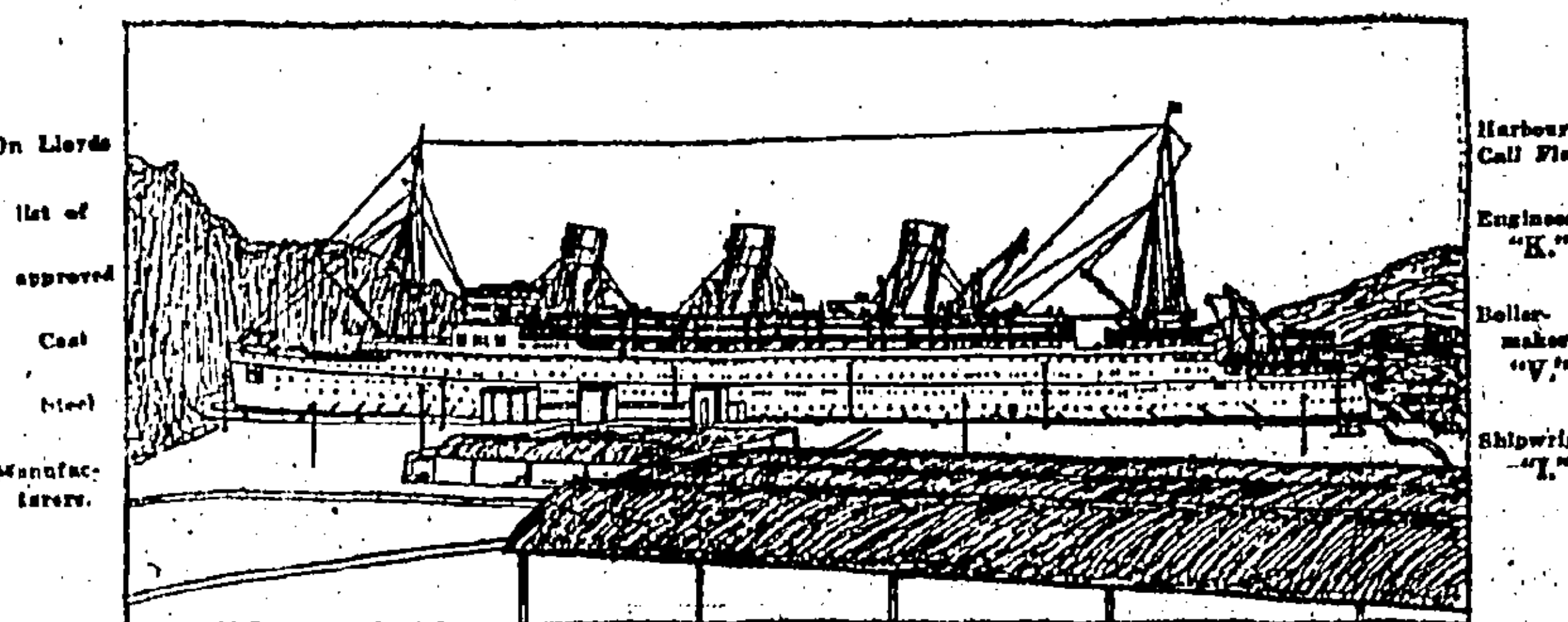
During the evening musical items were given by Messrs. A. F. Stone, V. C. Labrum, S. M. West and J. L. Geeks, with Messrs. George Grimble and P. Mason at the piano.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

Head Office and Works:

"MANIFESTO, HONGKONG." KOWLOON, HONGKONG.

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, STEEL, IRON AND BRASS FOUNDERS, FORGE MASTERS, WELDERS AND ELECTRICIANS.



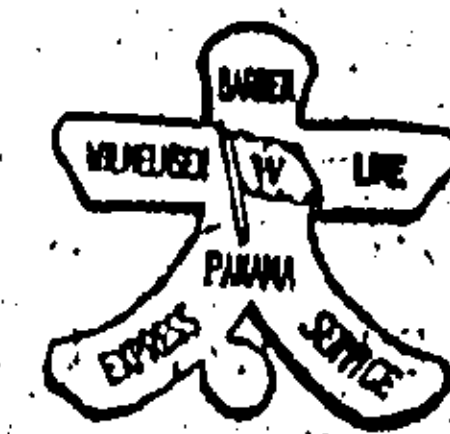
T.S.S. "EMPRESS OF JAPAN."

In No. 1 Dock. Ship Dimensions: 268'0" O. A. x 33'6" x 48'6" M.D. 26,000 tons Gross.

The dimensions of No. 1 Dock are 700'0" x 88'0" x 30'6" Over all; H.W. O.S.T. Salvage Tug "Henry Keewick" 2,000 L.H.P. Wireless Call Signal V.P.H.T. and Flag Call Signal T.H.Q.H. Sheerlegs capable of lifting 89 tons. Codes Used: A.I., A.B.C. Fifth Edition: Engineering, First and Second Edition. Western Union, Bentley and Watkins.

Kindly send enquiries to the Chief Manager.

R.M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.



BARBER WILHELMSSEN LINE.

THE PREMIER ALL WATER ROUTE TO NEW YORK and other U.S. Atlantic Ports via Panama.

All Vessel call at SAN FRANCISCO and LOS ANGELES en route.

Passengers desiring to travel, by this interesting route will find the accommodation provided well up to their expectations, and at a cost most reasonable.

For Passenger and Freight information please apply:-

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone 28021.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea Egypt, Constantinople, Greece, Levantine Ports, Europe Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From: Hongkong (about)	Destination
RAWALPINDI	16,615	28th Mar. noon.	Marseilles & London
*MIRZAPORE	6,715	8th Apr.	Straits, Colombo & B'bay
*KARMALA	9,128	11th Apr.	M'les, L'don, Hull, Rotterdam & Antwerp
RAJPUTANA	16,586	25th Apr.	Marseilles & London
*SOUDAN	—	2nd May	M'les, L'don, Hull, Rotterdam & Antwerp
*KIDDERPORE	5,334	5th May	Straits, Colombo & B'bay
*KALYAN	9,144	9th May	M'les, L'don, Hull, Rotterdam & Antwerp
COMORIN	15,132	23rd May	Bombay, M'les & L'don
*KASHMIR	8,985	6th June	M'les, L'don, Hull, Rotterdam & Antwerp

*Cargo only. †Calls Casa Blanca. ‡Calls Port Swettenham. §Calls Karachi. ¶Calls Havre.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS.

SANTHA	7,754	4th Apr.	S'pore, Penang & Calcutta
TALMA	10,000	18th Apr.	S'pore, Penang & Calcutta
TAKADA	6,949	3rd May	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	1st Apr.	Manila, Rabaul, Nellore
NELLORE	6,853	1st May	Brisbane, Sydney and Melbourne
TAND	6,956	30th May	

Regular Monthly Sailings from Hongkong to Shanghai and Japan and Hongkong to Australia to Sydney—19 days.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc., The P. & O. Royal Mail Steamers to London and The P. & O. Branch Service of Steamers to London via Suez. The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

KIDDERPORE	5,334	30 Mar. noon.	Shanghai, Moji & Kobe
NELLORE	6,853	6th Apr.	S'hai, Moji, Kobe, Osaka & Yokohama
TAKADA	6,949	11th Apr.	Amoy, S'hai, Moji, Kobe & Osaka
KALYAN	9,144	10th Apr.	S'hai, Moji, Kobe & Yokohama
BURDWAN	—	16th Apr.	S'hai, Kobe & Yokohama
SIRDHANA	7,745	24th Apr.	Amoy, Moji, Kobe & Osaka
COMORIN	15,132	24th Apr.	S'hai, Kobe & Yokohama
TILAWA	10,006	8th May	Amoy, Moji, Kobe & Osaka
KASHMIR	8,985	8th May	S'hai, Moji, Kobe & Yokohama
RANPURA	16,601	22nd May	S'hai, Kobe & Yokohama

*Cargo only.

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS. Parcels Measuring not more than 2 1/2 ft. x 2 1/2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co. Agents.

P. & O. Bldg., Connaught Rd., C.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 1st, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE, TAIPING (RUSSIA)

FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE. ELECTRIC LAUNDRY, BARBER SHOP, SUNDRIES and STEWARDESSE CARRIED.

Enjoy Your Short Leave in Australia and New Zealand. Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 67s RETURN.

LONDON (via Australia) from £115/15/6 (Australian Newspapers on file).

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTE	April 1st	April 1st	April 1st	April 1st
TAIPING	April 1st	April 1st	April 1st	April 1st

AUSTRALIAN ORIENTAL LINE LIMITED

ENTERPRISE & SWIRE LINE (HONG KONG & SHANGHAI)

CENTRAL THEATRE

FINAL SHOWING TO-DAY

Daily at 2.30, 5.10, 7.15 & 9.20 p.m.

FIRST TIME TO BE SHOWN IN HONGKONG

A WHOLE JUNGLE FULL OF LAUGHS!
THE FUNNIEST OF THEM ALL!

Just imagine! Cohens & Kelly hunting wild animals and wilder women in the darkest jungles of Africa—and with a couple of jealous wives along. Sure! They're back again in their funniest comedy.

GEORGE SIDNEY CHARLIE MURRAY
VERA GORDON KATE PRICE

Directed by Vin Moore



THE
COHENS
AND KELLYS
IN AFRICA

Showing To-morrow



THE
MAN
I
LOVE

MARY BRIAN
RICHARD ARLEN
BACLANOVA
HARRY GREEN
JACK OAKIE

A
Paramount
Picture

HERE'S THE
MAN! Whom two
throbblingly beauti-
ful women call
"The Man I Love!"
The man who can't
choose between
Mary Brian's lovely
charms and Bac-
lanova's devastat-
ing beauty.

HEAR MARY
BRIAN sing her
love to this young
"Wings" pilot. Hear
Baclanova's deli-
cious appeal! Hear
Richard Arlen
avow his devotion!
Hear the screaming
Harry Green—Jack
Oakie fun!

COMING SOON

A Galaxy of British Stars in British
"TALKIE."

Produced in a British Studio.

"ALF'S BUTTON"

A Gaumont British All-Dialogue

Production

Directed by W. P. KELLINO

featuring

TUBBY EDLIO, ALF ODDARD

NORA SWINBURNE & POLLY WARD

Based on W. A. DARLINGTON'S

Famous Farce Extravaganza.

Booking at Anderson's & The Theatre, Tel. 25720

Printed and Published for the Proprietors by FRANKLIN PROY
FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria
Hongkong.ARNOLD BENNETT DIES
A TYPHOID VICTIM.

(Continued from Page 1.)

A Realist.

Bennett was much influenced by the French realists. His "heroes" are anything but paragons of virtue. His point of view is that of the middle class and the type of society which he depicts has never been presented with such skill. His fantasias, as he called them, are full of humour, obvious romance, jolly extravagance and the quality which one critic calls provinciality and another boyishness and which makes Bennett invest the splendours of modern London with the romance of the bazzars of Bagdad. In 1923, however, he showed in "Riceyman Steps" that he could parallel in a picture of sordid London life his best achievements in depicting the "Five Towns." "Lord Rains" which appeared in 1926, is a novel of war-politics and intrigue of very mixed quality. Important living personalities are to be found in disguise in its cynical pages.

Master of Comedy.

His plays showed him as a master of modern comedy, but his sense of the theatre proved too strong to allow him to put forward original ideas. "The Great Adventure," dramatised in 1913 from his novel "Buried Alive" was a brilliant success, as was "Milestones" (with Knoblock). "What the Public Wants" was a clever satire on modern journalism. In "Judith" he gave a modernised version of the Bible story. His other plays include "The Love Match," "Body and Soul," "The Honey-moon," "Cupid and Common-sense" (dramatised from "Anna of the Five Towns") and "London Life" (with Knoblock).

He met his future wife, Mme. Solie in 1906 in Paris where he moved among musicians and artists, the former including Ravel. He himself was a fine pianist, made watercolour and black and white sketches, and wrote a beautiful engraving hand which dated from his legal days.

A born organiser, he was for a time a director of the Ministry of Information during the war. Interested at one period in theatrical management he called his theatre the "Regent" after that in the book of the same name. Like Wells, he lived in Essex. While he thought work the only thing worth living for he loved luxury and knew how to make the best of life. He could only write in tidy surroundings and wherever he went carried a notebook to record impressions. — Reuter and I.B.S.

ANOTHER MUI-TAI
PROSECUTION.GIRL WHO COMPLAINED OF
ILL-TREATMENT.

A Chinese woman was charged before Mr. Schofield, at the Central Magistracy this morning, with keeping an unregistered mui-tsai.

It was stated that the girl was originally sold 13 years ago to a man who in turn sold her to the defendant, this being about seven years ago. Since then she had been living with the defendant, helping her to repair shoes—and doing general household work.

The girl ran away yesterday morning owing to alleged ill-treatment. She went to her aunt, and they both reported to the Anti-Mui-tsai Society which informed the Secretariat for Chinese Affairs.

Mr. Schofield:—Is there anything in the girl's allegations?
The S.C.A. representative replied that there was not enough to bring a charge. The girl had been examined, but only small bruises or marks were found on her which might have been caused by anything.

After being informed that the defendant was on a bail of \$50, his Worship inflicted a fine of \$40.

VOLUNTEER DEFENCE
CORPS.PROMOTIONS NOTIFIED
IN "GAZETTE"

The Gazette notifies that His Excellency the Governor has been pleased to make the following promotions in the Hongkong Volunteer Defence Corps, in the following order of seniority:

Second Lieutenant J. H. Bottom-
ley to be Lieutenant.
Second Lieutenant H. G. Wil-
liams to be Lieutenant.
Second Lieutenant L. F. Nichol-
son to be Lieutenant.
Second Lieutenant E. G. Stewart
to be Lieutenant.
Second Lieutenant D. M.
Richards to be Lieutenant.
Second Lieutenant J. F. Wright
to be Lieutenant.

AIRMEN'S LUCKY
ESCAPE.SIX DAYS AFLOAT ON
SMALL RAFT.

BISCUIT ONLY FOOD.

Buenaventura, Mar. 23.

Rescued after having floated on the sea for six and a half days after his aeroplane fell into the ocean, Mr. L. Harshman, American aviator who was making a flight down the west coast of South America, arrived here to-day to tell a gripping story of his experiences.

Mr. Harshman arrived aboard the steamship Cerco which rescued him at 12.30 o'clock on Sunday afternoon.

While flying over the sea on March 17, Mr. Harshman told newspaper correspondents, his gasoline supplies were exhausted. He was forced to descend on the water.

For eleven hours the aviator's aeroplane floated. Then, becoming waterlogged and badly strained by the buffeting of the waves, the fragile craft sank. Just before his ship went down Mr. Harshman took to a rubber emergency life raft which he carried. On the frail rubber boat he floated for six days until he was sighted from the decks of the Cerco.

While he was floating, without food and water, several aeroplanes passed not far from him. Mr. Harshman said, but despite his best efforts to attract attention pilots failed to see him. Several vessels also sailed near Mr. Harshman but he was not observed until the Cerco came along.

Rain and poor visibility caused many searchers to fail to sight the distressed aviator, whose plight was hourly growing increasingly serious. When he was found Mr. Harshman's distress signals were almost exhausted. His only ration was a piece of hard biscuit.

The flier was on the verge of complete exhaustion when he was found but he recovered rapidly aboard the rescue ship.

NO LICENCE FOR A
PRINTING PRESS.COMMUNISTIC DOCUMENTS
SEIZED.

On a charge of being in possession of a printing press without a licence, a Chinese of 16, Hee Wong Terrace was fined \$300, with the alternative of three months' hard labour, by Mr. Williams at the Central Police Court this morning.

Chief Detective Inspector A. N. Reynolds, who appeared for the police, told his Worship that the documents seized had been translated but contained no sedition, although they were highly Communistic. A raid was carried out on the third floor of 15, Hee Wong Street at 6.45 a.m. on Friday, March 20 under a sedition warrant. The police had to break down the door to gain admission and two of three men who were on the premises attempted to escape by the roof, but they were subsequently caught.

The printing press and the documents seized were found in a rear room and on the defendant admitting that he was the principal tenant, he was arrested.

The defendant admitted possession of the press, but denied ownership.

EXCHANGE RATES.

	Previous Day.	Yesterday.
Paris	124.22 1/2	124.22 1/2
Geneva	25.25 1/2	25.25
Berlin	20.38 1/2	20.38 1/2
Oslo	18.16	18.16
Helsingfors	30.5/32	30.5/32
Buenos Aires	375	375
Athens	1/3 1/4	1/3 1/4
Shanghai	4.85.20/32	4.85.20/32
New York	12.12	12.12
Amsterdam	18.14	18.14
Stockholm	34.56 1/2	34.56 1/2
Vienna	44.76	44.76
Prague	817	817
Montevideo	35 1/2	35 1/2
Hongkong	1/0 1/4	1/0 1/4
Brussels	34.91 1/2	34.92 1/2
Copenhagen	18.16 1/2	18.16 1/2
Milan	92.76 1/2	92.76 1/2
Lisbon	108.25	108.25
Rio	3.11/16	3.25/32
Bombay	1/5.27/32	1/5.27/32
Yokohama	2/0.13/32	2/0.13/32
Silver (spot)	13 1/2	13 1/2
(forward) 18 1/2	13.7/16	13.7/16

(British Wireless.)

Included in Volunteer Orders, published elsewhere in this issue, should be a notification to the effect that all members of the Corps who wish to compete in the Hongkong Rifle League and revolver match should forward their names at once to the Adjutant.

The forthcoming wedding is announced of Mr. Frederick Hardy Nais, Resident Bay Hotel, to Miss Anna Iris Maria Assaretti, c/o Lloyd Triestino Navigation Company, Kiang Road, Shanghai.

IRISH "SWEEP."

A TEST CASE TO BE
ARGUED.

An application raising the question whether the sale of tickets in the Irish Free State Hospital Sweepstake is not legal in Great Britain has been made in the King's Bench Division.

The Registrar of Companies has refused to register the Irish Hospitals Sweepstake, Limited, on the ground that the object of the concern is not legal; and Mr. Beyfus applied for a rule nisi calling on him to show why he should not be ordered to register it.

It was generally contended by the police and the Home Office, said Mr. Beyfus, that it was illegal to sell lottery tickets in England and prosecutions were taken under the Act of 1823.

A number of Acts of Parliament passed between 1722 and 1896, however, had not been repealed. During that period State lotteries were conducted in England and Ireland as a means of revenue, and Section 41 of the Act of 1823 was to prevent competition by foreign lotteries and lotteries conducted within his Majesty's dominions but unauthorised by the statute.

"Authorised by Parliament."

Mr. Beyfus submitted that lottery authorised by the Parliament of the Irish Free State was a legal lottery. He added that by an Act of 1802 the sale of lottery tickets "not authorised by Parliament" was prohibited.

Lord Hewart (Lord Chief Justice): That meant the Parliament of this country.

Mr. Beyfus: In my submission, no. In an Act of 1787 are the words "whereas all lotteries not established by Act of Parliament in Great Britain or Ireland." When there were two Parliaments between 1787 and 1800—one in England and the other in Dublin—I can show you, by reference to Acts passed in those years, that any decision of the English Parliament directed against the sale of tickets in foreign lotteries did not prohibit the sale in this country of tickets in lotteries authorised by the Irish Parliament.

Lord Hewart: You may take a rule nisi at your peril.

AMERICA'S BEER.

£95,000 TAX APPEAL.

The Judicial Committee of the Privy Council recently dealt with a question arising out of the taxation of beer exported by a Canadian brewery into the United States.

The Supreme Court of Canada had ordered the Carling Export Brewery Company, of London, Ontario, to pay £95,000 in taxes, interest and penalties on beer sold between 1924 and 1927.

"Goods manufactured for export" and "goods exported" are exempted from tax but the Canadian Government contended that this meant goods exported through the normal and lawful channels of trade, and not the transportation of goods in violation of the laws of a friendly State.

Their lordships were of opinion that the company had established their claim to exemption as regarded 85 per cent. of the amount.

SUGAR MARKET.

THE LATEST CABLED
QUOTATIONS.

The following cable at the close of the sugar market yesterday has been received by Messrs. Pen-trenth and Co.

London Terminals.

March 1932 7/4 1/2 up 1/4 d.
May 1931 6/5 1/2 up 1 d.
August 1931 6/8 1/2 up 1 d.
December 1931 7/2 1/2 up 1 d.

New York Terminals.

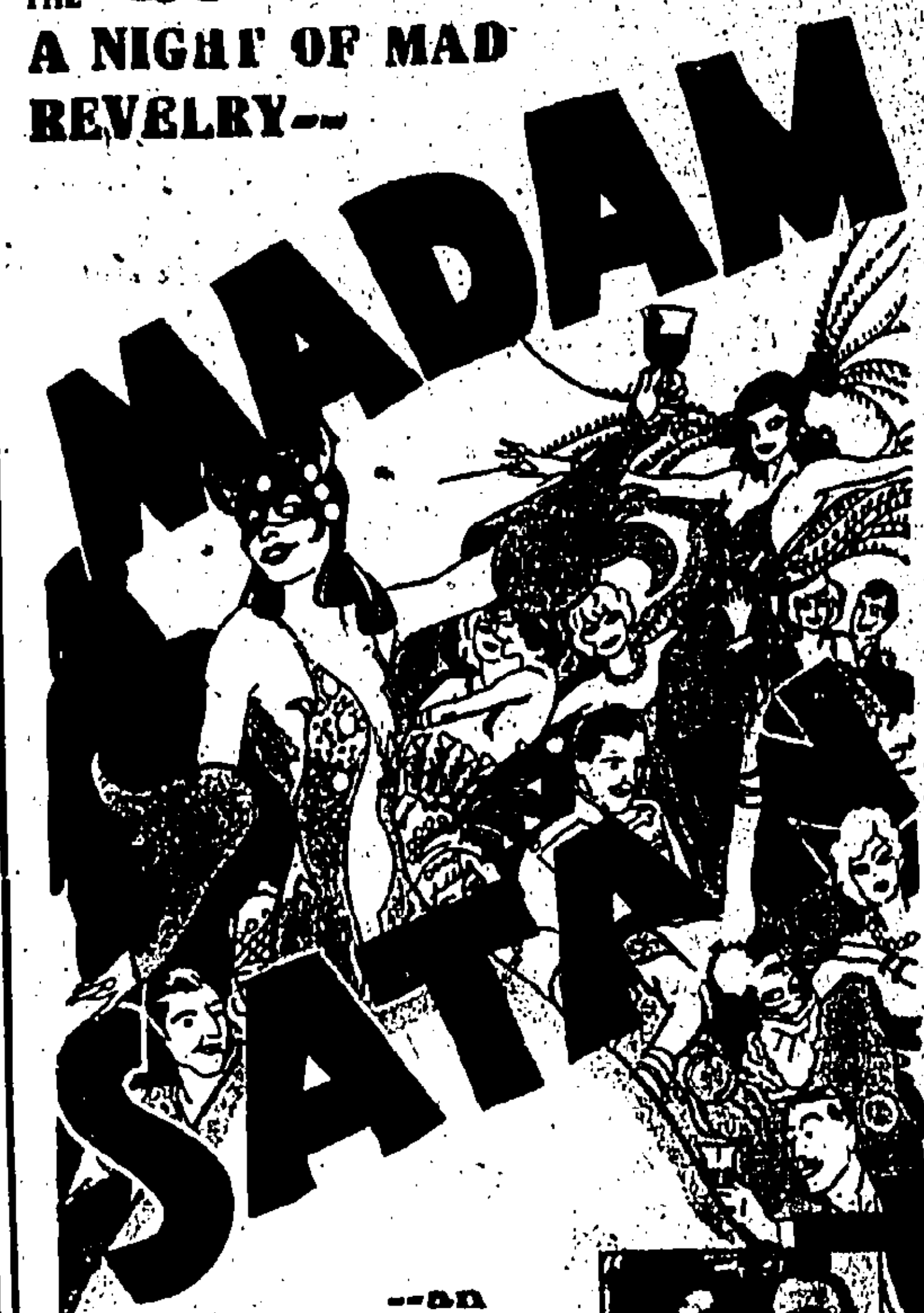
March 1932 1.68 no change.
May 1931 1.36 no change.
July 1931 1.44 no change.
October 1931 1.51 no change.
December 1931 1.50 no change.

The annual inspection of the Hongkong Police Force by His Excellency the Governor will take place on Monday afternoon at 3 p.m.

The Kowloon Football Club are giving a dinner dance at the Peninsula Hotel on the 15th inst. Members are requested to book their tickets immediately.

The Nursing Division of St. John Ambulance Brigade Overseas are conducting a street vaccination campaign for children on Sunday mornings, commencing March 29.

A brown and white Pekinese dog was found straying in Nathan Road, and near Haiphong Road yesterday afternoon. It was taken by the Police to the Tsim-tai-sai Station, where the owner should make application for its recovery.

AMUSEMENTS
OF HONGKONG.AT THE QUEEN'S FINAL SHOWINGS TO-DAY
A NIGHT OF MAD REVELRY--

--an
awakening
of Love!

Silken caresses . . . daring
revelries . . . a love triangle as
modern as to-morrow . . . riotous
comedy . . . all played against
the spectacular setting of a mask-
ed ball on a Zeppelin which is
wrecked . . . a Talkie worthy of
De Mille!

CECIL B.
De MILLE'S

an amazing production
by JEANIE MACPHERSON

with
KAY JOHNSON, REGINALD
DENNY, LILLIAN ROTH,
ROLAND YOUNG

A Metro-Goldwyn-Mayer
ALL TALKING PICTURE

TO-MORROW

COHENS and KELLYS

in
SCOTLAND



THEY'RE together again
—the world's most
famous comedy troupe.
The original Cohens and
Kellys . . . the folks who
made the whole world
laugh in the first "Cohens
and Kellys". . . here in the
biggest, best and funniest
of them all—Can you
imagine them all in kilts?
Trying to outsmart smart
Scotchmen? Each trying
to put it over on the
other? It's the funniest
Scotch story of them all
told in a scorchingly
hilarious picture that has
moments of drama and
pathos that will give you
the finest entertainment
you've ever enjoyed.

with Charlie
MURRAY
and George
SIDNEY
VERA GORDON
and KATHERINE

Directed by
WILLIAM JAMES CRAIG
Produced by
CARL LAMMIE

Bebe Daniels

SWIM GIRL SWIM

a Paramount picture

AT THE STAR

FINAL SHOWINGS